

airspace on the main airway above 14,000 feet MSL from McAllen to 49 miles northeast and the airspace within Mexico is excluded. The airspace within R-4007A and R-4007B is excluded.

\* \* \* \* \*

**V-68 [Amended]**

From Montrose, CO; Cones, CO; Dove Creek, CO; Cortez, CO; Rattlesnake, NM; INT Rattlesnake 128° and Albuquerque, NM, 345° radials; Albuquerque; INT Albuquerque 120° and Corona, NM, 311° radials; Corona; 41 miles 85 MSL, Chisum, NM; Hobbs, NM; Midland, TX; San Angelo, TX; Junction, TX; Center Point, TX; San Antonio, TX; INT San Antonio 064° and Industry, TX, 267° radials; to Industry.

\* \* \* \* \*

**V-76 [Amended]**

From Lubbock, TX; INT Lubbock 188° and Big Spring, TX, 286° radials; Big Spring; San

Angelo, TX; Llano, TX; Centex, TX; to Industry, TX.

\* \* \* \* \*

**V-194 [Amended]**

From Cedar Creek, TX; to College Station, TX. From Sabine Pass, TX; Lafayette, LA; Fighting Tiger, LA; McComb, MS; INT McComb 055° and Meridian, MS, 221° radials; to Meridian. From Liberty, NC; Raleigh-Durham, NC; Tar River, NC; Cofield, NC; to INT Cofield 077° and Norfolk, VA, 209° radials.

\* \* \* \* \*

**V-198 [Amended]**

From San Simon, AZ, via Columbus, NM; El Paso, TX; 6 miles wide; INT El Paso 109° and Hudspeth, TX, 287° radials; 6 miles wide; Hudspeth; 29 miles, 38 miles, 82 MSL, INT Hudspeth 109° and Fort Stockton, TX, 284° radials; 18 miles, 82 MSL; Fort Stockton; 20 miles, 116 miles, 55 MSL; Junction, TX; San Antonio, TX; to Eagle Lake,

TX. From Sabine Pass, TX; White Lake, LA; Tibby, LA; Harvey, LA; 69 miles, 33 miles, 25 MSL; Brookley, AL; INT Brookley 056° and Crestview, FL, 266° radials; Crestview; Marianna, FL; Seminole, FL; Greenville, FL; Taylor, FL; INT Taylor 093° and Craig, FL, 287° radials; to Craig.

\* \* \* \* \*

**V-548 [Amended]**

From College Station, TX; INT College Station 307° and Waco, TX, 173° radials; to Waco.

\* \* \* \* \*

**V-558 [Amended]**

From Llano, TX; INT Llano 088° and Centex, TX, 306° radials; Centex; Industry, TX; to Eagle Lake, TX.

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-200 COLLEGE STATION, TX (CLL) TO SABINE PASS, TX (SBI) [NEW]**

College Station, TX (CLL)	VORTAC	(Lat. 30°36'18.00" N, long. 96°25'14.45" W)
SEALY, TX	FIX	(Lat. 29°51'15.54" N, long. 95°56'36.33" W)
MOLLR, TX	WP	(Lat. 29°39'20.23" N, long. 95°16'35.83" W)
Sabine Pass, TX (SBI)	VOR/DME	(Lat. 29°41'12.19" N, long. 94°02'16.72" W)

\* \* \* \* \*

**T-220 INDUSTRY, TX (IDU) TO SABINE PASS, TX (SBI) [NEW]**

Industry, TX (IDU)	VORTAC	(Lat. 29°57'21.81" N, long. 96°33'43.90" W)
SEALY, TX	FIX	(Lat. 29°51'15.54" N, long. 95°56'36.33" W)
MOLLR, TX	WP	(Lat. 29°39'20.23" N, long. 95°16'35.83" W)
Sabine Pass, TX (SBI)	VOR/DME	(Lat. 29°41'12.19" N, long. 94°02'16.72" W)

\* \* \* \* \*

**T-224 PALACIOS, TX (PSX) TO LAKE CHARLES, LA (LCH) [NEW]**

Palacios, TX (PSX)	VORTAC	(Lat. 28°45'51.93" N, long. 96°18'22.25" W)
MOLLR, TX	WP	(Lat. 29°39'20.23" N, long. 95°16'35.83" W)
Beaumont, TX (BPT)	VOR/DME	(Lat. 29°56'45.80" N, long. 94°00'58.36" W)
Lake Charles, LA (LCH)	VORTAC	(Lat. 30°08'29.45" N, long. 93°06'20.05" W)

\* \* \* \* \*

**T-256 SAN ANTONIO, TX (SAT) TO SABINE PASS, TX (SBI) [NEW]**

San Antonio, TX (SAT)	VORTAC	(Lat. 29°38'38.51" N, long. 98°27'40.73" W)
Eagle Lake, TX (ELA)	VOR/DME	(Lat. 29°39'44.93" N, long. 96°19'01.65" W)
MOLLR, TX	WP	(Lat. 29°39'20.23" N, long. 95°16'35.83" W)
Sabine Pass, TX (SBI)	VOR/DME	(Lat. 29°41'12.19" N, long. 94°02'16.72" W)

Issued in Washington, DC, on January 15, 2020.

**Scott M. Rosenbloom,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020-00993 Filed 1-22-20; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2019-0998; Airspace Docket No. 18-AGL-16]**

**RIN 2120-AA66**

**Amendment of Area Navigation (RNAV) Route T-217 in the Vicinity of Springfield, OH**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends low altitude area navigation (RNAV) route T-217 in the vicinity of Springfield, OH, to update the facility type listed for the Springfield, OH (SGH), route point in

the T-route description. The FAA is taking this action due to the planned decommissioning of the VHF Omnidirectional Range (VOR) portion of the Springfield VOR/Distance Measuring Equipment (VOR/DME) navigation aid (NAVAID). No existing route structure or air traffic services are affected by this action.

**DATES:** Effective date 0901 UTC, March 26, 2020. The Director of the Federal Register approves this incorporation by reference action under Title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11D, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/).

For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11D at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:**

Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

**History**

The FAA is planning to decommission the VOR portion of the Springfield, OH, VOR/DME NAVAID in March, 2020. The Springfield, OH, VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR Minimum Operating Network (VOR MON) program and listed in the Final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** of July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082. Although the VOR portion of the Springfield, OH, VOR/DME is being decommissioned, the Springfield, OH, DME is being retained in the same location and charted as a DME facility with the same "SGH" identifier.

In reviewing ATS route dependencies associated with the Springfield, OH, VOR/DME, the FAA identified T-217 as the only air traffic service (ATS) route dependency. Since the Springfield, OH, DME facility is being retained in the same location with the same SGH identifier, the FAA determined T-217 could be retained as published, with minor editorial corrections to the description, to continue supporting enroute airspace users, as well as ongoing NextGen efforts to transition the national airspace system to performance-based navigation.

This rule makes an editorial amendment to the T-217 legal description to reflect the Springfield, OH (SGH), route point as a DME facility due to the Springfield, OH, VOR being decommissioned. Additionally, other minor editorial corrections are being made to comply with route description policy guidance. The editorial amendment and corrections to T-217 do not change the route's structure, operational use, or charted depiction.

Low altitude RNAV T-routes are published in paragraph 6011 of FAA Order 7400.11D dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The low altitude RNAV T-route listed in this rule will be subsequently published in the Order.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying RNAV route T-217. The planned decommissioning of the VOR portion of the Springfield, OH, VOR/DME NAVAID has made this action necessary. The route modification is editorial in nature and simply changes the type of facility listed for the Springfield, OH (SGH) route point. A number of minor editorial formatting corrections are also made. No air traffic services are affected by this action and no substantive change to the RNAV

route is being made. Therefore, notice and public procedures under 5 U.S.C. 553(b) is unnecessary.

The RNAV route modifications accomplished by this action are outlined below.

*T-217:* T-217 extends between the Lexington, KY, VOR/Tactical Air Navigation (VORTAC) and the BONEE, OH, fix. This rule changes the Springfield, OH (SGH) route point from being listed as "VOR/DME" to "DME". Additionally, the Lexington VORTAC "HYK" identifier is added to the first line of the route description and the geographic coordinates of each route point are updated to be expressed in degrees, minutes, seconds, and hundredths of a second. The existing RNAV route remains as charted.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action of modifying RNAV route T-217 near Springfield, OH, qualifies for categorical exclusion under the National Environmental Policy Act and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA

has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-217 LEXINGTON, KY (HYK) TO BONEE, OH [AMENDED]**

Lexington, KY (HYK)	VORTAC	(Lat. 37°57'58.86" N, long. 84°28'21.06" W)
BOSTR, OH	FIX	(Lat. 38°53'08.13" N, long. 84°04'58.02" W)
HEDEN, OH	FIX	(Lat. 39°16'44.88" N, long. 84°02'02.37" W)
PRUDE, OH	FIX	(Lat. 39°25'44.92" N, long. 83°56'58.60" W)
Springfield, OH (SGH)	DME	(Lat. 39°50'11.55" N, long. 83°50'41.84" W)
BONEE, OH	FIX	(Lat. 40°03'08.85" N, long. 83°56'56.15" W)

\* \* \* \* \*

Issued in Washington, DC, on January 15, 2020.

**Scott M. Rosenbloom,**  
*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020-00995 Filed 1-22-20; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF STATE**

**22 CFR Parts 121, 123, 124, 126, and 129**

[Public Notice: 10603]

RIN 1400-AE30

**International Traffic in Arms Regulations: U.S. Munitions List Categories I, II, and III**

**AGENCY:** Department of State.

**ACTION:** Final rule.

**SUMMARY:** The Department of State (the Department) amends the International Traffic in Arms Regulations (ITAR) to revise Categories I—firearms, close assault weapons and combat shotguns, II—guns and armament, and III—ammunition/ordnance of the U.S. Munitions List (USML) to describe more precisely the articles that provide a critical military or intelligence advantage or, in the case of weapons, perform an inherently military function and thus warrant export and temporary import control on the USML. These revisions complete the initial review of the USML that the Department began in 2011. Items not subject to the ITAR or to the exclusive licensing jurisdiction of any other set of regulations are subject to the Export Administration Regulations.

**DATES:** This final rule is effective March 9, 2020.

**FOR FURTHER INFORMATION CONTACT:** Sarah Heidema, Office of Defense Trade Controls Policy, Department of State, telephone (202) 663-2809; email *DDTC PublicComments@state.gov*. ATTN: Regulatory Change, USML Categories I, II, and III.

**SUPPLEMENTARY INFORMATION:** The Directorate of Defense Trade Controls (DDTC), U.S. Department of State, administers the International Traffic in Arms Regulations (ITAR) (22 CFR parts 120 through 130). On May 24, 2018, DDTC published a proposed rule, 83 FR 24198, for public comment regarding proposed revisions to Categories I, II, and III of the ITAR’s U.S. Munitions List (USML) (22 CFR 121.1). After review of received comments and with the revisions to the proposed rule further described below, DDTC now publishes this final rule to amend the ITAR.

The articles and related technical data subject to the jurisdiction of the ITAR, *i.e.*, “defense articles,” are identified on the USML. With few exceptions, items not subject to the export control jurisdiction of the ITAR are subject to the jurisdiction of the Export Administration Regulations (EAR, 15 CFR parts 730 through 774, which includes the Commerce Control List (CCL) in Supplement No. 1 to part 774), administered by the Bureau of Industry and Security (BIS), U.S. Department of Commerce. Both the ITAR and the EAR impose license requirements on exports and reexports. Items not subject to the ITAR or to the exclusive licensing jurisdiction of any other set of regulations are subject to the EAR. The Department of Commerce is publishing

a companion rule in this edition of the **Federal Register**.

Pursuant to section 38(a)(1) of the Arms Export Control Act (AECA), all defense articles controlled for export or import are part of the USML under the AECA. All references to the USML in this rule, however, are to the list of AECA defense articles that are controlled for purposes of export or temporary import pursuant to the ITAR, and not to the list of AECA defense articles on the United States Munitions Import List (USMIL) that are controlled by the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) for purposes of permanent import under its regulations at 27 CFR part 447. References to the USMIL are to the list of AECA defense articles controlled by ATF for purposes of permanent import.

Section 38(b)(1)(A)(ii) of the AECA, requires, with limited exceptions, registration of persons who engage in the business of brokering activities with respect to the manufacture, export, import, or transfer of any defense article or defense service designated by the President as such under section 38(a)(1) and licensing for such activities. Through Executive Order 13637, the President delegated the responsibility for registration and licensing of brokering activities to the Department of State with respect to defense articles or defense services controlled either for purposes of export by the Department of State or for purposes of permanent import by ATF. Section 129.1 of the ITAR states this requirement. As such, all defense articles described in the USMIL or the USML are subject to the brokering controls administered by the U.S. Department of State in part 129 of the ITAR. The transfer of jurisdiction from the ITAR’s USML to the EAR’s