

southeastward from the SSKYY, WI, WP to the Cunningham, KY, VOR/DME. The following points are added between the SSKYY WP and the Cunningham VOR/DME: TONOC, WI, FIX; KOETZ, WI, WP; HRMNN, WI, WP; FOMAG, WI, WP; MAYSE, WI, WP; HOMRC, IL, WP; CPTON, IL, WP; BLLUE, IL, WP; BOSTN, IL, WP; and the Bible Grove, IL, VORTAC. The unaffected segments of the existing route remain as charted.

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

### 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-354 to expand the availability of RNAV routing in support of NextGen modernization efforts to transition the NAS from a ground-based to satellite-based PBN system 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 that 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).

### Adoption of 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(f), 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-354 Park Rapids, MN (PKD) to Cunningham, KY (CNG) [Amended]

|                       |         |  |
|-----------------------|---------|--|
| Park Rapids, MN (PKD) | VOR/DME | (Lat. 46°53'53.34" N., long. 095°04'15.21" W.) |
| BRNRD, MN             | WP      | (Lat. 46°20'53.81" N., long. 094°01'33.54" W.) |
| SSKYY, WI             | WP      | (Lat. 45°49'13.60" N., long. 092°22'28.26" W.) |
| TONOC, WI             | FIX     | (Lat. 45°03'47.56" N., long. 091°38'11.87" W.) |
| KOETZ, WI             | WP      | (Lat. 44°13'15.00" N., long. 091°28'14.00" W.) |
| HRMNN, WI             | WP      | (Lat. 43°55'32.51" N., long. 090°58'04.07" W.) |
| FOMAG, WI             | WP      | (Lat. 43°29'38.44" N., long. 089°46'09.53" W.) |
| MAYSE, WI             | WP      | (Lat. 43°10'14.18" N., long. 089°42'46.52" W.) |
| HOMRC, IL             | WP      | (Lat. 41°34'04.67" N., long. 089°30'20.55" W.) |
| CPTON, IL             | WP      | (Lat. 41°06'51.57" N., long. 089°11'58.93" W.) |
| BLLUE, IL             | WP      | (Lat. 40°07'09.20" N., long. 088°32'45.48" W.) |
| BOSTN, IL             | WP      | (Lat. 39°53'46.57" N., long. 088°26'18.96" W.) |
| Bible Grove, IL (BIB) | VORTAC  | (Lat. 38°55'13.24" N., long. 088°28'54.50" W.) |
| Cunningham, KY (CNG)  | VOR/DME | (Lat. 37°00'30.99" N., long. 088°50'12.89" W.) |

\* \* \* \* \*

Issued in Washington, DC, on August 13, 2020.

**Scott M. Rosenbloom,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020–18252 Filed 8–19–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2020–0110; Airspace Docket No. 20–AGL–5]

**RIN 2120–AA66**

#### Establishment of Class E Airspace; Killdeer and New Town, ND

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet above the surface at Dunn County Weydahl Field, Killdeer, ND, and New Town Municipal Airport, New Town, ND. This action is the result of the new public instrument procedures being established at these airports.

**DATES:** Effective 0901 UTC, November 5, 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 Airspace Policy 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:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

**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 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 establishes Class E airspace extending upward from 700 feet above the surface at Dunn County Weydahl Field, Killdeer, ND, and New Town Municipal Airport, New Town, ND, to support instrument flight rule operations at this airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 7472; February 10, 2020) for Docket No. FAA-2020-0110 to establish Class E airspace extending upward from 700 feet above the surface at Dunn County Weydahl Field, Killdeer, ND, and New Town Municipal Airport, New Town, ND. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in the Order.

**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**

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71:

Establishes Class E airspace extending upward from 700 feet above the surface within a 6.4-mile radius Dunn County Weydahl Field, Killdeer, ND, with an extension 1.1 miles each side of the 293° bearing from the airport extending from the 6.4-mile radius to 7.9 miles west of the airport;

And establishes Class E airspace extending upward from 700 feet above the surface within a 6.5-mile radius of New Town Municipal Airport, New Town, ND.

These actions are the result of new public instrument procedures being established at these airports.

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

**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, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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

Airspace, Incorporation by reference, Navigation (air).

**Adoption of 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(f), 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 6005. Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**AGL ND E5 Killdeer, ND [Establish]**

Dunn County Weydahl Field, ND  
(Lat. 47°23'29" N, long. 102°46'19" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Dunn County Weydahl Field, and within 1.1 miles each side of the 293° bearing from the airport extending from the 6.4-mile radius to 7.9 miles west of the airport.

\* \* \* \* \*

**AGL ND E5 New Town, ND [Establish]**

New Town Municipal Airport, ND  
(Lat. 47°58'04" N, long. 102°28'41" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the airport.

Issued in Fort Worth, Texas, on August 17, 2020.

**Steven T. Phillips,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2020-18284 Filed 8-19-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2020-0186; Airspace  
Docket No. 19-ANE-5]

RIN 2120-AA66

#### Amendment and Establishment of Area Navigation (RNAV) Routes; Northeastern United States

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

**ACTION:** Final rule.

**SUMMARY:** This action amends low altitude RNAV route T-300, and establish low altitude RNAV routes T-391, T-393, and T-395 in the northeastern United States. The changes reduce the dependency of the National Airspace System (NAS) on ground-based navigational systems, and assist with the transition to a more efficient Performance Based Navigation (PBN) route structure. This action also provides RNAV routing in support of the FAA's VOR Minimum Operating Network (VOR MON) program.

**DATES:** Effective date 0901 UTC, November 5, 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:**  
Sean Hook, 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 would expand the availability of RNAV in the northeastern United States to improve the efficiency of the NAS by lessening the dependency on ground-based navigation aids.

##### History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2020-0186 in the **Federal Register** (85 FR 16582; March 24, 2020) amending low altitude RNAV route T-300, and establishing low altitude RNAV routes T-391, T-393, and T-395 in the northeastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

United States Area Navigation routes are published in paragraph 6011 of FAA Order 7400.2D, dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in the document will be subsequently published in the Order.

##### 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 amending low altitude RNAV route T-300, and establishing low altitude RNAV routes T-391, T-393, and T-395, in the northeastern United States. This action expands the availability of RNAV and improves the efficiency of the NAS by reducing the dependency on ground-based navigation systems. The T-routes provide RNAV capability in the northeast U.S. where certain VOR navigation aids are planned for decommissioning as part of the FAA's VOR MON program. The following is a general description of the routes.

**T-300:** T-300 is an existing route that currently extends between the Albany, NY (ALB) VORTAC, and the Martha's Vineyard, MA (MVY), VOR/DME. The FAA is extending T-300 north of the Albany, NY (ALB), VORTAC to the SSENA, NY, waypoint (WP). The SSENA, NY, WP is located in the vicinity of the Massena, NY (MSS), VORTAC which is planned for decommissioning at a later date. The following points are inserted between the Albany VORTAC and the SSENA WP: OTOLE, NY, Fix; GASSY, NY, Fix; OPDIE, NY, WP; UUBER, NY, WP; JONNN, NY, Fix; and the STANK, NY, WP. T-300 overlies VOR Federal airway V-203 between the Albany VORTAC, and the GASSY, NY, Fix. From that point, T-300 offsets to the east of V-203, passing through the OPDIE, NY, WP; UUBER, NY, WP; JONNN, NY, Fix; and STANK, NY, WP, to the SSENA, NY, WP.

The FAA is removing the Norwich, CT (ORW), VOR/DME; the FALMA, RI, Fix; and the Martha's Vineyard, MA, VOR/DME from the T-300 route description. The Norwich VOR/DME is replaced by the YANCT, CT, Fix which is inserted in the route description between the NELLIE, CT, Fix, and the MINNK, RI, Fix. The YANCT WP is located in the vicinity of the Norwich VOR/DME which is planned for decommissioning at a later date. Finally, the current T-300 route segment that extends between the MINNK, RI, Fix, and the Martha's Vineyard VOR/DME is removed from the route and that end of the route is realigned to proceed from the MINNK Fix southeastward to the NEWBE, RI, Fix, and the DEEPO, MA, fix.

**T-391:** T-391 is a new route that overlies VOR Federal airway V-29 between the TUMPS, NY, Fix, and the Massena, NY (MSS), VORTAC. T-391 extends between the TUMPS Fix and the SSENA, NY, WP. The SSENA WP is located in the vicinity of the Massena VORTAC, as described under T-300, above. T-391 includes following points between the TUMPS Fix and the SSENA WP: Syracuse, NY (SYR), VORTAC;