

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2023-1296; Airspace  
Docket No. 23-ANE-2]

RIN 2120-AA66

**Amendment of Canadian Area  
Navigation Routes Q-907 and Q-951,  
and Establishment of United States  
Area Navigation (RNAV) Route T-739;  
Eastern United States**

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

**ACTION:** Notice of proposed rulemaking  
(NPRM).

**SUMMARY:** This action proposes to amend high altitude Canadian Area Navigation routes Q-907 and Q-951; and to establish United States (U.S.) Area Navigation (RNAV) route T-739, in support of the FAA's Very High Frequency (VHF) Omnidirectional Range (VOR) Minimum Operational Network (MON) Program. The purpose is to enhance the efficiency of the National Airspace System (NAS) by transitioning from ground-based navigation aids to a satellite-based navigation system.

**DATES:** Comments must be received on or before July 24, 2023.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2023-1296 and Airspace Docket No. 23-ANE-2 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Brian Vidis, 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 modify the route structure as to improve the efficient flow of air traffic within the NAS.

**Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA

will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

**Incorporation by Reference**

Canadian Area Navigation routes are published in paragraph 2007 and United States Area Navigation routes are published in paragraph 6011 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend Canadian Area Navigation routes Q-907 and Q-951; and to establish United States Area Navigation route T-739, in cooperation with Nav Canada for replacement of Computer Notification Fixes (CNF).

Replacement fixes would be relocated to lie on the U.S./Canada border. This action is in support of the FAA's VOR MON Program. The purpose is to enhance the efficiency of the NAS by transitioning from ground-based navigation aids to a satellite-based navigation system. The proposed changes are described below.

**Q-907:** Q-907 is a proposed amended route that would extend from the POSTS, MI, waypoint (WP) to the IMAMA, ME, WP. This proposed amended route replaces CNF with pronounceable WP names as well as moving multiple WPs to lie on the U.S./Canada border.

**Q-951:** Q-951 is a proposed amended route that would extend from the POSTS, MI, WP to the DANOL, ME, WP. This proposed amended route replaces CNF with pronounceable WP names as well as moving multiple WPs to lie on the U.S./Canadian border.

**T-739:** T-739 is a proposed new route that would extend from the KATEK, NY, WP to the DANOL, ME, WP. This proposed route overlays a portion of VOR Federal airway V-300 from the CAMPO, ME, WP to the DANOL, ME, WP.

**Regulatory Notices and Analyses**

The FAA has determined that this proposed 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 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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F: "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

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

Airspace, Incorporation by reference, Navigation (air).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 14 CFR 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 JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

*Paragraph 2007 Canadian Area Navigation Routes.*

\* \* \* \* \*

**Q-907 POSTS, MI to IMAMA, ME [Amended]**

POSTS, MI	WP	(Lat. 42°18'00.00" N, long. 085°02'00.00" W)
PADDE, MI	WP	(Lat. 42°17'09.00" N, long. 084°28'28.00" W)
Salem, MI (SVM)	VORTAC	(Lat. 42°24'31.11" N, long. 083°35'38.05" W)
GADAV, MI	WP	(Lat. 42°42'27.47" N, long. 082°29'24.66" W)
ATENE, ME	WP	(Lat. 46°14'15.18" N, long. 070°15'28.92" W)
IMAMA, ME	WP	(Lat. 46°44'09.51" N, long. 067°47'20.94" W)

Excluding the airspace within Canada.

\* \* \* \* \*

**Q-951 POSTS, MI to DANOL, ME [Amended]**

POSTS, MI	WP	(Lat. 42°18'00.00" N, long. 085°02'00.00" W)
PADDE, MI	WP	(Lat. 42°17'09.00" N, long. 084°28'28.00" W)
Salem, MI (SVM)	VORTAC	(Lat. 42°24'31.11" N, long. 083°35'38.05" W)
GADAV, MI	WP	(Lat. 42°42'27.47" N, long. 082°29'24.66" W)
KATEK, NY	WP	(Lat. 44°40'45.38" N, long. 075°32'22.66" W)
DAVDA, NY	WP	(Lat. 44°43'27.00" N, long. 075°22'28.20" W)
SSENA, NY	WP	(Lat. 44°54'51.43" N, long. 074°43'21.31" W)
TALNO, NY	WP	(Lat. 44°59'35.12" N, long. 074°21'35.70" W)
KERVO, ME	WP	(Lat. 45°26'41.75" N, long. 070°39'02.77" W)
DANOL, ME	WP	(Lat. 45°41'49.50" N, long. 067°48'11.94" W)

Excluding the airspace within Canada.

\* \* \* \* \*

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-739 KATEK, MD to DANOL, ME [New]**

KATEK, NY	WP	(Lat. 44°40'45.38" N, long. 075°32'22.66" W)
SSENA, NY	WP	(Lat. 44°54'51.43" N, long. 074°43'21.31" W)
TALNO, NY	WP	(Lat. 44°59'35.12" N, long. 074°21'35.70" W)
KERVO, ME	WP	(Lat. 45°26'41.75" N, long. 070°39'02.77" W)
CAMPO, ME	WP	(Lat. 45°26'49.95" N, long. 070°20'54.73" W)
Millinocket, ME (MLT)	VOR/DME	(Lat. 45°35'12.15" N, long. 068°30'55.67" W)
DANOL, ME	WP	(Lat. 45°41'49.50" N, long. 067°48'11.94" W)

Excluding the airspace within Canada.

\* \* \* \* \*

Issued in Washington, DC, on June 1, 2023.

**Brian Konie,**

*Acting Manager, Airspace Rules and Regulations.*

[FR Doc. 2023–12097 Filed 6–6–23; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1295; Airspace Docket No. 23–AEA–04]

RIN 2120–AA66

#### Amendment of United States Area Navigation (RNAV) Route Q–445; Eastern United States

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend United States Area Navigation (RNAV) route Q–445 by removing segments of the route from the PAACK, NC, waypoint (WP) to the BRIGS, NJ Fix. This amendment is proposed because those route segments are unused due to multiple other routes in the same area.

**DATES:** Comments must be received on or before July 24, 2023.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2023–1295 and Airspace Docket No. 23–AEA–04 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

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**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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 amends the route structure to maintain the efficient flow of air traffic.

##### Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider

all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

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##### Availability of Rulemaking Documents

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##### Incorporation by Reference

United States Area Navigation routes are published in paragraph 2006 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

##### Background

RNAV route Q–445 currently extends from the PAACK, NC, WP to the KYSKY, NY, Fix. Operationally, it has been found that the portions of the route from the PAACK WP to the BRIGS, NJ, Fix are not being used due to the existence of multiple other routes in the