

Paragraph 6005 Class E Airspace Areas  
Extending Upward From 700 Feet or More  
Above the Surface of the Earth.

\* \* \* \* \*

#### ANE NH E5 Claremont, NH [Amended]

Claremont Municipal Airport, NH  
(Lat. 43°22'14" N, long. 72°22'6" W)

That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of the Claremont Municipal Airport and within 2 miles on each side of the 093° bearing from the airport, extending from the 7.3-mile radius to 15.1 miles east of the airport.

\* \* \* \* \*

Issued in College Park, Georgia, on  
September 20, 2024

#### Patrick Young,

Manager, Airspace & Procedures Team North,  
Eastern Service Center, Air Traffic  
Organization.

[FR Doc. 2024-22864 Filed 10-2-24; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2024-0367; Airspace  
Docket No. 23-ASO-41]

RIN 2120-AA66

#### Amendment of United States Area Navigation (RNAV) Route Q-83; Eastern United States

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

**ACTION:** Final rule.

**SUMMARY:** This action amends United States Area Navigation (RNAV) Route Q-83 in the eastern United States. This action supports the Northeast Corridor Atlantic Coast Routes (NEC ACR) Optimization Project to improve the efficiency of the National Airspace System (NAS).

**DATES:** Effective date 0901 UTC, December 26, 2024. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, 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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Brian Vidis, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

##### History

The FAA published a NPRM for Docket No. FAA 2024-0367 in the **Federal Register** (89 FR 23532; April 4, 2024), proposing to amend RNAV Route Q-83 in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

##### Differences From the NPRM

Subsequent to publication of the NPRM, the FAA identified that the WHTTL, NC, waypoint (WP) had been inadvertently omitted from the route description of RNAV Route Q-83. This route point is required to be added to the route description of RNAV Route Q-83 as it represents a turn point of one degree or more. The WHTTL, NC, WP is added between the EFFAY, SC, WP and the Greensboro, NC (GSO), Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) in the description of Q-83. The addition of the WHTTL WP does not substantively alter the route of Q-83.

##### Incorporation by Reference

United States Area Navigation routes (Q-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 amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

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

##### The Rule

This action amends 14 CFR part 71 by amending RNAV Route Q-83 in the eastern United States. This action supports the NEC ACR Optimization Project to improve the efficiency of the NAS. The amendments are described below.

**Q-83:** Prior to this final rule, Q-83 extended between the JEVED, GA, WP and the SLOJO, SC, WP. The FAA removes the SLOJO WP from the route and extends Q-83 to the north between the EFFAY, SC, WP and the Greensboro, NC (GSO), VORTAC. The proposed RNAV route extension provides more efficient routing for aircraft transitioning between Jacksonville Air Route Traffic Control Center (ARTCC) and Atlanta ARTCC, as the Greensboro VORTAC is located on the boundary between Jacksonville ARTCC and Atlanta ARTCC.

Additionally, the TAALN, GA, WP and the KONEY, SC, WP are removed from the route description as they make up segments that contain a turn of less than one degree. The WHTTL, NC, WP is added between the EFFAY, SC, WP and the Greensboro, NC (GSO), VORTAC as it makes up segments that contain a turn of one degree or more. As amended, the route extends between the JEVED WP and the Greensboro VORTAC.

##### 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 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 airspace action of amending RNAV Route Q-83 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) 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); and paragraph 5-6.5b, which categorically excludes from further environmental impact review "Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, *Designation of jet routes and VOR Federal airways*). . .". 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. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

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

Airspace, Incorporation by reference, Navigation (air).

**Q-83 JEVED, GA to Greensboro, NC (GSO) [Amended]**

JEVED, GA	WP	(Lat. 31°15'02.60" N, long. 081°03'40.14" W)
ROYCO, GA	WP	(Lat. 31°35'10.38" N, long. 081°02'22.45" W)
WURFL, SC	WP	(Lat. 32°31'46.59" N, long. 081°01'08.07" W)
EFFAY, SC	WP	(Lat. 34°15'30.67" N, long. 080°30'37.94" W)
WHTTL, NC	WP	(Lat. 35°23'30.04" N, long. 080°17'52.25" W)
Greensboro, NC (GSO)	VORTAC	(Lat. 36°02'44.50" N, long. 079°58'34.94" W)

\* \* \* \* \*

Issued in Washington, DC, on September 27, 2024.

**Brian Eric Konie,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2024-22610 Filed 10-2-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 91**

[Docket No. FAA-2020-0874; Amdt. No. 91-359B]

**RIN 2120-AL98**

**Extension of the Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX)**

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

**ACTION:** Final rule.

**SUMMARY:** This action extends the prohibition against certain flight operations in the Tehran Flight

Information Region (FIR) (OIIX) by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier, for an additional three years, from October 31, 2024, to October 31, 2027. The FAA finds this action necessary to address significant unacceptable safety-of-flight risks to U.S. civil aviation operations that continue in the Tehran FIR (OIIX) during periods of heightened regional tensions and increased military activities. The FAA also republishes the approval process and exemption information for this Special Federal Aviation Regulation (SFAR), consistent with other recently published flight prohibition SFARs.

**DATES:** This final rule is effective on October 3, 2024.

**FOR FURTHER INFORMATION CONTACT:** Bill Petrak, Flight Standards Service, through the Washington Operations Center, Federal Aviation Administration, 800 Independence

**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 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

*Paragraph 2006 United States Area Navigation Routes.*

\* \* \* \* \*

Avenue SW, Washington, DC 20591; telephone (202) 267-3203; email [9-FAA-OverseasFlightProhibitions@faa.gov](mailto:9-FAA-OverseasFlightProhibitions@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**I. Executive Summary**

This action extends the expiration date of SFAR No. 117, § 91.1617 of title 14, Code of Federal Regulations (CFR), from October 31, 2024, to October 31, 2027. SFAR No. 117, § 91.1617, prohibits certain flight operations in the Tehran FIR (OIIX) by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier. The FAA finds this action necessary to address significant unacceptable safety-of-flight risks to U.S. civil aviation that continue in the Tehran FIR (OIIX) during periods of heightened regional tensions and increased military activities, conditions that led to the January 2020 accidental shootdown of Ukraine International Airlines Flight 752 (PS 752) by Iranian air defense