

## PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2019–22–14 Airbus SAS:** Amendment 39–19793; Docket No. FAA–2019–0611; Product Identifier 2019–NM–095–AD.

#### (a) Effective Date

This AD is effective December 31, 2019.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Airbus SAS Model A350–941 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019–0126, dated June 5, 2019 (“EASA AD 2019–0126”).

#### (d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

#### (e) Reason

This AD was prompted by the results of a structural analysis that identified that the upper frame fittings (UFFs) of the forward cargo door surrounding structure have a low fatigue life. The FAA is issuing this AD to address low fatigue life of the UFFs of the forward cargo door surrounding structure, which could lead to failure of a forward fuselage cargo door UFF, resulting in reduced structural integrity of the fuselage.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019–0126.

#### (h) Exception to EASA AD 2019–0126

The “Remarks” section of EASA AD 2019–0126 does not apply to this AD.

#### (i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) of this AD. Information may be

emailed to: [9-ANM-116-AMOC-REQUESTS@faa.gov](mailto:9-ANM-116-AMOC-REQUESTS@faa.gov). Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* For any service information referenced in EASA AD 2019–0126 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

#### (j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3218.

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2019–0126, dated June 5, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019–0126, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); Internet [www.easa.europa.eu](http://www.easa.europa.eu). You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2019–0611.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov), or go to: <http://www.archives.gov/federal-register/cfr/federal-register/cfr/ibr-locations.html>.

<http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 6, 2019.

**Michael Kaszycki,**

*Acting Director, System Oversight Division, Aircraft Certification Service.*

[FR Doc. 2019–25606 Filed 11–25–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2019–0124; Airspace Docket No. 18–ASO–18]

RIN 2120–AA66

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

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes 2 new low altitude RNAV routes T–239 and T–258; and modifies 3 existing RNAV routes T–290, T–292, and T–294 in the southeastern United States. The action expands the availability of RNAV routing in support of transitioning the National Airspace System (NAS) from ground-based to satellite-based navigation.

**DATES:** Effective date 0901 UTC, January 30, 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 [http://www.faa.gov/air\\_traffic/publications/](http://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:** 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 modifies the route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

##### History

The FAA published a notice of proposed rulemaking in the **Federal Register** for Docket No. FAA-2019-0124 (84 FR 9048; March 13, 2019) to establish new low altitude RNAV routes T-239, and T-258, and modify 3 existing RNAV routes T-290, T-292, and T-294 in the southeastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received. The commenter expressed support for the proposal.

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 T-routes listed in this document 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.

##### Difference From the NPRM

In the proposed description of route T-239, the ZATEL, MS, Fix was located between the GANTT, MS, WP, and the ICAVY, MS, Fix. This caused a slight bend in the route between the GANTT WP and the ICAVY Fix. The FAA determined that the ZATEL Fix is not required for that segment of T-239. To eliminate the bend, the ZATEL, WP is removed from the route description. This minor adjustment results in a straight route segment between the GANTT WP and the ICAVY Fix.

##### The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 to establish two new low altitude RNAV routes: T-239 and T-258; and to amend three existing routes: T-290, T-292, and T-294, in the southeastern United States. The FAA is taking this action in preparation for the planned decommissioning of the Talladega, AL, VHF Omni-Directional Range/Distance Measuring Equipment (VOR/DME); the Crimson, AL, VHF Omni-Directional Range and Tactical Air Navigation System (VORTAC); the Kewanee, MS, VORTAC; and the Hamilton, AL, VORTAC.

*T-239:* T-239 is a new route that extends between the Pecan, GA, (PZD) VOR/DME (northwest of Albany, GA), northwestward through the State of Alabama to the GOINS, MS, waypoint (WP) (near the Holly Springs, MS, (HLI) VORTAC). T-239 overlies VOR Federal airway V-159 between the Pecan, GA, VOR/DME and the GOINS, MS, WP.

*T-258:* T-258 is a new route that extends between the MINIM, AL, fix, (24 NM northeast of the Bigbee, MS, (IGB) VORTAC), eastward across Alabama, to the CANER, GA, fix (approximately 21 NM northeast of Columbus, GA). T-258 overlies airway V-245 from the MINIM, AL, navigation fix eastward to the CRMSN, AL, WP; and it overlies airway V-66 from the CRMSN, AL, WP eastward to the CANER, GA, Fix.

*T-290:* T-290 is an existing route that extends between the SCAIL, AL, WP, and the JACET, GA, WP. Under this change, the western end of the route begins at the HABJE, MS, Fix (located approximately 15 NM west of the Meridian, MS (MEI), VORTAC. The route then proceeds eastward to the Meridian, MS, (MEI), VORTAC, through the KWANE, MS, WP, and the RABEC, AL, WP to the Montgomery, AL (MGM), VORTAC, and then northeastward to the SCAIL, AL, WP. From the SCAIL, AL, WP, T-290 proceeds to the JACET, GA, WP as currently charted. T-290 overlies

VOR Federal airway V-56 between the Meridian, MS, (MEI), VORTAC and the Montgomery, AL, (MGM), VORTAC.

*T-292:* T-292 is an existing route that extends between the RKMRT, GA, WP, and the JACET, GA, WP. The western end of T-292 is amended to begin at the Semmes, AL, (SJI), VORTAC. From that point, it proceeds northward through the BURIN, AL; the HAZEY, AL; the YARBO, AL; the ANTUH, AL; and the JANES, AL, fixes to the KWANE, MS, WP. The route then turns northeastward through the EUTAW, AL, and the MOVIL, AL, fixes; then through the Brookwood, AL, (OKW), VORTAC; the VLKNN, AL, WP; the HOKES, AL, and the MAYES, AL, fixes; then to the RKMRT, GA, WP, from which point it proceeds as currently charted to the JACET, GA, WP. The amended route overlies a portion of VOR Federal airway V-417 between the MAYES, AL, WP, and the Vulcan, AL, (VUZ), VORTAC; and overlies Federal airway V-209 between the Vulcan, AL, VORTAC and the Semmes, AL, VORTAC.

*T-294:* T-294 is an existing route that extends between the HEFIN, AL, fix and the GRANT, GA, fix. This action extends the route from the HEFIN, AL, Fix, westward to the HABJE, MS, Fix (located 15 NM west of the Meridian, MS, (MEI), VORTAC. The amended route overlies VOR Federal airway V-18 between the HABJE, MS, fix and the HEFIN, AL, fix.

The existing latitude/longitude coordinates in the descriptions of T-290, T-292, and T-294 are updated to the hundredths of a second place to provide greater accuracy.

Full route descriptions of the above routes are listed in "The Amendment" section, below.

##### 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 establishing RNAV routes T-239 and T-258, and modifying RNAV routes T-290, T-292, and T-294, in the southeastern United States, 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. The applicable categorical exclusion in FAA Order 1050.1F is paragraph 5-6.5g, Establishment of Global Positioning System (GPS), Area Navigation/ Required Navigation Performance (RNAV/RNP), or essentially similar systems that use overlay of existing flight tracks. This action is not expected

to cause 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(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-239 Pecan, GA (PZD) to GOINS, MS [New]**

Pecan, GA (PZD)	VOR/DME	(Lat. 31°39'18.74" N, long. 084°17'35.16" W)
SHANY, GA	Fix	(Lat. 31°45'05.09" N, long. 084°33'49.37" W)
AYUVO, GA	Fix	(Lat. 31°45'50.73" N, long. 084°35'58.47" W)
SAWES, GA	Fix	(Lat. 31°50'59.68" N, long. 084°50'36.02" W)
AXOSE, GA	Fix	(Lat. 31°53'13.32" N, long. 084°56'57.43" W)
Eufaula, AL (EUF)	VORTAC	(Lat. 31°57'00.90" N, long. 085°07'49.73" W)
MILER, AL	Fix	(Lat. 32°12'57.74" N, long. 085°23'50.35" W)
Tuskegee, AL (TGE)	VOR/DME	(Lat. 32°29'05.53" N, long. 085°40'09.55" W)
KENTT, AL	Fix	(Lat. 32°36'42.77" N, long. 085°47'57.33" W)
SEMAN, AL	Fix	(Lat. 32°46'20.97" N, long. 085°57'49.44" W)
NIXBY, AL	Fix	(Lat. 32°55'34.52" N, long. 086°07'19.96" W)
FAYEZ, AL	Fix	(Lat. 33°00'38.93" N, long. 086°12'34.80" W)
KYLEE, AL	Fix	(Lat. 33°09'41.04" N, long. 086°21'57.72" W)
ADZIN, AL	Fix	(Lat. 33°10'36.99" N, long. 086°22'56.20" W)
HANDE, AL	Fix	(Lat. 33°18'44.40" N, long. 086°31'24.44" W)
VLKNN, AL	WP	(Lat. 33°40'12.49" N, long. 086°53'59.42" W)
NEGEE, AL	Fix	(Lat. 33°48'12.56" N, long. 087°10'36.89" W)
CORES, AL	Fix	(Lat. 33°50'07.18" N, long. 087°14'36.71" W)
CHOOK, AL	Fix	(Lat. 33°56'04.62" N, long. 087°27'21.41" W)
EXIST, AL	Fix	(Lat. 33°59'37.53" N, long. 087°34'53.35" W)
FOGUM, AL	Fix	(Lat. 34°06'25.32" N, long. 087°49'24.16" W)
SWIKI, AL	WP	(Lat. 34°11'55.87" N, long. 088°00'42.44" W)
GANTT, MS	WP	(Lat. 34°26'42.26" N, long. 088°38'57.39" W)
ICAVY, MS	Fix	(Lat. 34°29'51.00" N, long. 088°47'03.66" W)
GOINS, MS	WP	(Lat. 34°46'12.64" N, long. 089°29'46.81" W)

**T-258 MINIM, AL to CANER, GA [New]**

MINIM, AL	Fix	(Lat. 33°32'31.14" N, long. 088°02'23.62" W)
CAYAP, AL	Fix	(Lat. 33°19'27.01" N, long. 087°39'08.35" W)
CRMSN, AL	WP	(Lat. 33°15'31.80" N, long. 087°32'12.70" W)
ZIVMU, AL	Fix	(Lat. 33°14'58.61" N, long. 087°23'53.53" W)
Brookwood, AL (OKW)	VORTAC	(Lat. 33°14'16.31" N, long. 087°14'59.52" W)
HEENA, AL	Fix	(Lat. 33°12'24.62" N, long. 086°52'15.28" W)
KYLEE, AL	Fix	(Lat. 33°09'41.04" N, long. 086°21'57.72" W)
CAMPP, AL	Fix	(Lat. 33°06'10.39" N, long. 085°44'51.08" W)
Lagrange, GA (LGC)	VORTAC	(Lat. 33°02'56.83" N, long. 085°12'22.40" W)
LANGA, GA	Fix	(Lat. 32°55'34.17" N, long. 084°56'59.00" W)
CANER, GA	Fix	(Lat. 32°45'21.48" N, long. 084°35'51.42" W)

**T-290 HABJE, MS to JACET, GA [Amended]**

HABJE, MS	Fix	(Lat. 32°23'32.11" N, long. 089°05'56.57" W)
Meridian, MS (MEI)	VORTAC	(Lat. 32°22'42.38" N, long. 088°48'15.36" W)
KWANE, MS	WP	(Lat. 32°22'00.47" N, long. 088°27'29.43" W)
RABEC, AL	WP	(Lat. 32°16'11.64" N, long. 086°58'01.67" W)
Montgomery, AL (MGM)	VORTAC	(Lat. 32°13'20.21" N, long. 086°19'11.02" W)
SCAIL, AL	WP	(Lat. 33°02'01.32" N, long. 085°39'31.56" W)
BBAIT, GA	WP	(Lat. 33°07'14.23" N, long. 084°46'13.19" W)
BBASS, GA	WP	(Lat. 33°11'32.70" N, long. 083°59'21.10" W)
BBOAT, GA	WP	(Lat. 33°16'50.57" N, long. 083°28'10.00" W)
BOBBR, GA	WP	(Lat. 33°19'57.07" N, long. 083°08'19.47" W)
JACET, GA	WP	(Lat. 33°29'41.42" N, long. 082°06'27.81" W)

**T-292 Semmes, AL (SJI) to JACET, GA [Amended]**

Semmes, AL (SJI)	VORTAC	(Lat. 30°43'33.53" N, long. 088°21'33.46" W)
BURIN, AL	Fix	(Lat. 30°58'43.51" N, long. 088°22'47.31" W)
HAZEY, AL	Fix	(Lat. 31°15'33.23" N, long. 088°24'09.75" W)

YARBO, AL	Fix	(Lat. 31°26'30.60" N, long. 088°25'03.67" W)
ANTUH, AL	Fix	(Lat. 31°33'10.56" N, long. 088°25'36.47" W)
JANES, AL	Fix	(Lat. 31°45'57.15" N, long. 088°26'06.08" W)
KWANE, MS	WP	(Lat. 32°22'00.47" N, long. 088°27'29.43" W)
EUTAW, AL	Fix	(Lat. 32°49'03.81" N, long. 087°50'20.52" W)
MOVIL, AL	Fix	(Lat. 33°01'24.91" N, long. 087°33'09.96" W)
Brookwood, AL (OKW)	VORTAC	(Lat. 33°14'16.31" N, long. 087°14'59.52" W)
VLKNN, AL	WP	(Lat. 33°40'12.49" N, long. 086°53'59.42" W)
HOKES, AL	Fix	(Lat. 33°55'30.08" N, long. 085°50'33.20" W)
MAYES, AL	Fix	(Lat. 33°58'20.32" N, long. 085°49'15.34" W)
RKMRT, GA	WP	(Lat. 34°03'36.73" N, long. 085°15'02.63" W)
POLL, GA	WP	(Lat. 34°08'57.26" N, long. 084°46'49.54" W)
CCATT, GA	WP	(Lat. 34°16'14.97" N, long. 084°09'05.36" W)
REELL, GA	WP	(Lat. 34°01'32.51" N, long. 083°31'44.10" W)
TRREE, GA	WP	(Lat. 33°47'14.78" N, long. 082°55'30.22" W)
JACET, GA	WP	(Lat. 33°29'41.42" N, long. 082°06'27.81" W)

**T-294 HABJE, MS to GRANT, GA [Amended]**

HABJE, MS	Fix	(Lat. 32°23'32.11" N, long. 089°05'56.57" W)
Meridian, MS (MEI)	VORTAC	(Lat. 32°22'42.38" N, long. 088°48'15.36" W)
NOSRY, MS	Fix	(Lat. 32°29'06.87" N, long. 088°39'10.26" W)
BOYDD, AL	Fix	(Lat. 32°41'52.58" N, long. 088°20'57.71" W)
ALICE, AL	Fix	(Lat. 32°59'03.95" N, long. 087°56'12.06" W)
CRMSN, AL	WP	(Lat. 33°15'31.80" N, long. 087°32'12.70" W)
SITES, AL	Fix	(Lat. 33°24'28.11" N, long. 087°18'27.10" W)
OAKGO, AL	Fix	(Lat. 33°27'13.10" N, long. 087°14'11.79" W)
WUNET, AL	Fix	(Lat. 33°31'40.47" N, long. 087°07'17.21" W)
VLKNN, AL	WP	(Lat. 33°40'12.49" N, long. 086°53'59.42" W)
TRUST, AL	Fix	(Lat. 33°38'21.99" N, long. 086°36'58.83" W)
JOTAV, AL	Fix	(Lat. 33°36'18.25" N, long. 086°18'24.59" W)
NOPVE, AL	Fix	(Lat. 33°35'27.30" N, long. 086°10'51.81" W)
DEGAA, AL	WP	(Lat. 33°34'30.58" N, long. 086°02'32.96" W)
KOCEY, AL	Fix	(Lat. 33°35'20.40" N, long. 085°41'02.32" W)
LAYIN, AL	Fix	(Lat. 33°35'38.39" N, long. 085°32'50.84" W)
HEFIN, AL	Fix	(Lat. 33°35'54.75" N, long. 085°25'10.57" W)
BBAIT, GA	WP	(Lat. 33°07'14.23" N, long. 084°46'13.19" W)
JMPPR, GA	WP	(Lat. 32°57'42.02" N, long. 084°33'18.56" W)
GRANT, GA	Fix	(Lat. 32°49'44.96" N, long. 084°22'36.39" W)

\* \* \* \* \*

Issued in Washington, DC, on November 20, 2019.

**Rodger A. Dean, Jr.,**  
*Manager, Rules and Regulations Group.*  
 [FR Doc. 2019-25553 Filed 11-25-19; 8:45 am]  
**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2019-0651; **Airspace**  
 Docket No. 19-AGL-24]

**RIN 2120-AA66**

**Amendment of Class E Airspace;  
 Tomahawk, WI**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace extending upward from 700 feet above the surface at Tomahawk Regional Airport, Tomahawk, WI. This action is due to an airspace review requested by the Airspace Policy Group. The geographic coordinates of the airport are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, January 30, 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 amends the Class E airspace extending upward from 700 feet above the surface at Tomahawk Regional Airport, Tomahawk, WI, to support instrument flight rule operations at this airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 48572; September 16, 2019) for Docket No. FAA-2019-0651 to amend the Class E airspace extending upward from 700 feet above the surface at Tomahawk Regional Airport, Tomahawk, WI. Interested parties were invited to participate in this rulemaking effort by submitting written comments