

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 7400.11C at NARA, call (202) 741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-6364.

**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 proposed 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 at Leitchfield-Grayson County Airport, Leitchfield, KY, to support IFR operations in standard instrument approach procedures at this airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (83 FR 49506, October 2, 2018) for Docket No. FAA-2018-0485 to establish Class E airspace extending upward from 700 feet above the surface at Leitchfield-Grayson County Airport, Leitchfield, KY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment in support of the proposal was received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11C dated August 13, 2018, and effective September 15, 2018, which is incorporated by reference in 14 CFR part 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 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, and effective September 15, 2018. FAA Order 7400.11C is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11C 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 6.3-mile radius of Leitchfield-Grayson County Airport, Leitchfield, KY, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for IFR operations at this airport.

**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 action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. 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 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018, effective September 15, 2018, is amended as follows:

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

**ASO KY E5 Leitchfield, KY [New]**

Leitchfield-Grayson County Airport, KY (Lat. 37°23'59" N, long. 86°15'41" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Leitchfield-Grayson County Airport.

Issued in College Park, Georgia, on December 4, 2018.

**Ryan W. Almasy,**

*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2018-26800 Filed 12-13-18; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 95**

[Docket No. 31228; Amdt. No. 543]

**IFR Altitudes; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes

occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**DATES:** *Effective Date:* 0901 UTC, January 3, 2019.

**FOR FURTHER INFORMATION CONTACT:** Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg 29 Room 104, Oklahoma City, OK 73125. Telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is

adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

**Conclusion**

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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 95**

Airspace, Navigation (air).

Issued in Washington, DC on November 30, 2018.

**Rick Domingo,**

*Executive Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, January 3, 2019.

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT**

[Amendment 543 Effective Date January 3, 2019]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3227 RNAV Route T227 Is Amended To Read in Part</b>			
JANNT, AK WP ..... *2900—MOCA.	BAERE, AK WP .....	7500	17500
BAERE, AK WP ..... *3300—MOCA.	ALEUT, AK WP .....	7500	17500
<b>§ 95.3705 RNAV Route T705 Is Amended To Read in Part</b>			
PBERG, NY WP ..... *3700—MCA LATTS, NY WP, S BND.	*LATTS, NY WP .....	3900	17500
<b>§ 95.3781 RNAV Route T781 Is Amended To Read in Part</b>			
Flint, MI VORTAC ..... *2300—MOCA.	KATTY, MI FIX .....	3000	17500
From	To	MEA	
<b>§ 95.6001 Victor Routes—U.S.</b>			
<b>§ 95.6007 VOR Federal Airway V7 Is Amended To Read in Part</b>			
CHICAGO HEIGHTS, IL VORTAC ..... *2700—MCA LAIRD, IL FIX, S BND.	*LAIRD, IL FIX .....	3500	
PETTY, WI FIX ..... #UNUSABLE	PROOT, WI FIX .....	#	
PROOT, WI FIX ..... #UNUSABLE.	FALLS, WI VOR/DME .....	#	

From	To	MEA
<b>§ 95.6012 VOR Federal Airway V12 Is Amended To Read in Part</b>		
BIBLE GROVE, IL VORTAC .....	WORKE, IL FIX. SW BND .....	2300 6000
<b>§ 95.6023 VOR Federal Airway V23 Is Amended To Read in Part</b>		
RAWER, OR FIX .....	BATTLE GROUND, WA VORTAC .....	4100
<b>§ 95.6072 VOR Federal Airway V72 Is Amended To Delete</b>		
BIBLE GROVE, IL VORTAC .....	MATTOON, IL VOR/DME .....	2500
MATTOON, IL VOR/DME .....	BLOOMINGTON, IL VOR/DME .....	2700
<b>§ 95.6097 VOR FEDERAL AIRWAY V97 Is Amended To Delete</b>		
*FARMM, IL FIX .....	JANESVILLE, WI VOR/DME .....	2900
*10000—MRA.		
<b>Is Amended By Adding</b>		
KRENA, IL FIX .....	JANESVILLE, WI VOR/DME .....	2900
<b>Is Amended To Read in Part</b>		
CHICAGO HEIGHTS, IL VORTAC .....	NILES, IL FIX .....	3500
<b>Is Amended To Delete</b>		
NILES, IL FIX .....	BEBEE, IL FIX .....	3400
<b>§ 95.6112 VOR Federal Airway V112 Is Amended To Read in Part</b>		
PI TER, OR FIX .....	*BATTLE GROUND, WA VORTAC .....	4400
*5000—MCA BATTLE GROUND, WA VORTAC, E BND.		
*6500—MOCA BATTLE GROUND, WA VORTAC .....	KLICKITAT, OR VOR/DME .....	*7000
<b>§ 95.6128 VOR Federal Airway V128 Is Amended To Read in Part</b>		
SWIFT, WV FIX .....	BITES, WV FIX. W BND .....	5000 7000
<b>§ 95.6170 VOR Federal Airway V170 Is Amended To Read in Part</b>		
RAINE, MI FIX .....	Pullman, MI VOR/DME .....	2400
<b>§ 95.6177 VOR Federal Airway V177 Is Amended To Read in Part</b>		
WAUSAU, WI VORTAC .....	BAITS, WI FIX .....	#
#UNUSABLE.		
BAITS, WI FIX .....	Hayward, WI VOR/DME .....	#
#UNUSABLE.		
HAYWARD, WI VOR/DME .....	DULUTH, MN VORTAC .....	#
#USUABLE.		
<b>§ 95.6182 VOR Federal Airway V182 Is Amended To Read in Part</b>		
NEWBERG, OR VOR/DME .....	*BATTLE GROUND, WA VORTAC .....	4100
*5000—MCA BATTLE GROUND, WA .....	VORTAC, E BND.	
BATTLE GROUND, WA VORTAC .....	KLICKITAT, OR VOR/DME .....	*7000
*6500—MOCA.		
<b>§ 95.6194 VOR Federal Airway V194 Is Amended To Read in Part</b>		
CEDAR CREEK, TX VORTAC .....	KISER, TX FIX .....	2300
<b>§ 95.6210 VOR Federal Airway V210 Is Amended To Read in Part</b>		
PIRRO, CA FIX .....	*POMONA, CA VORTAC .....	4500
*10400—MCA POMONA, CA .....	VORTAC, NE BND.	
POMONA, CA VORTAC .....	CALBE, CA FIX.	
	SW BND .....	5700
	NE BND .....	10800
MEANT, CA FIX .....	*APLES, CA FIX .....	11800

From	To	MEA	
*9200—MCA APLES, CA .....	FIX, SW BND.		
<b>§ 95.6217 VOR Federal Airway V217 Is Amended To Read in Part</b>			
*BESIE, IL FIX .....	BADGER, WI VOR/DME .....	2900	
*10000—MRA.			
<b>Is Amended To Delete</b>			
FARM, IL FIX .....	BESIE, IL FIX .....	2500	
<b>§ 95.6228 VOR Federal Airway V228 Is Amended To Delete</b>			
BESIE, IL FIX .....	FARM, IL FIX .....	2500	
<b>§ 95.6310 VOR Federal Airway V310 Is Amended To Read in Part</b>			
ROSAR, KY FIX .....	*HOLSTON MOUNTAIN, TN VORTAC .....	6900	
*6900—MCA HOLSTON MOUNTAIN, TN .....	VORTAC, E BND.		
HOLSTON MOUNTAIN, TN VORTAC .....	STAIN, TN FIX .....	6900	
STAIN, TN FIX .....	*BURCH, NC FIX .....	8500	
*8500—MCA BURCH, NC .....	FIX, W BND.		
<b>§ 95.6316 VOR Federal Airway V316 Is Amended To Read in Part</b>			
IRONWOOD, MI VOR/DME .....	SAWYER, MI VOR/DME .....	*6000	
*3700—MOCA.			
<b>§ 95.6394 VOR Federal Airway V394 Is Amended To Read in Part</b>			
AHEIM, CA FIX .....	*POMONA, CA VORTAC .....	4000	
*10400—MCA POMONA, CA .....	VORTAC, NE BND.		
POMONA, CA VORTAC .....	CALBE, CA FIX.		
	SW BND .....	5700	
	NE BND .....	10800	
MEANT, CA FIX .....	*APLES, CA FIX .....	11800	
*9200—MCA APLES, CA .....	FIX, SW BND.		
<b>§ 95.6413 VOR Federal Airway V413 Is Amended To Read in Part</b>			
EAU CLAIRE, WI VORTAC .....	RUSSH, WI FIX.		
	SW BND .....	*6000	
	NE BND .....	*8000	
*2900—MOCA.			
<b>§ 95.6422 VOR Federal Airway V422 Is Amended To Read in Part</b>			
NILES, IL FIX .....	Chicago Heights, IL VORTAC .....	3500	
<b>Is Amended To Delete</b>			
BEBEE, IL FIX .....	*NILES, IL FIX .....	3400	
*3500—MRA.			
*3000—MCA .....	NILES, IL .....	FIX, N BND	
<b>§ 95.6429 VOR Federal Airway V429 Is Amended To Delete</b>			
BIBLE GROVE, IL VORTAC .....	MATTOON, IL VOR/DME .....	2500	
MATTOON, IL VOR/DME .....	CHAMPAIGN, IL VORTAC .....	2400	
<b>§ 95.6571 VOR Federal Airway V571 Is Amended To Read in Part</b>			
LEONA, TX VORTAC .....	CEDAR CREEK, TX VORTAC .....	2300	
From	To	MEA	MAA
<b>§ 95.7001 Jet Routes</b>			
<b>§ 95.7208 Jet Route J208 Is Amended To Read in Part</b>			
ATHENS, GA VOR/DME .....	LIBERTY, NC VORTAC .....	#	45000
#UNUSABLE.			

Airway Segment		Changeover Points	
From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Point</b>			
<b>V177 Is Amended To Delete Changeover Point</b>			
WAUSAU, WI VORTAC .....	HAYWARD, WI VOR/DME .....	59	WAUSAU
HAYWARD, WI VOR/DME .....	DULUTH, MN VORTAC .....	42	HAYWARD
<b>V228 Is Amended To Delete Changeover Point</b>			
MADISON, WI VORTAC .....	NORTHBROOK, IL VOR/DME .....	56	MADISON
<b>V316 Is Amended To Modify Changeover Point</b>			
IRONWOOD, MI VORTAC .....	SAWYER, MI VOR/DME .....	94	IRONWOOD

[FR Doc. 2018–27030 Filed 12–13–18; 8:45 am]

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## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 15 CFR Part 902

#### 50 CFR Part 648

[Docket No. 170828816–8999–02]

RIN 0648–BH16

### Fisheries of the Northeastern United States; Atlantic Mackerel, Squid, and Butterfish; Amendment 20

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Final rule.

**SUMMARY:** NMFS approves and implements through regulations measures included in Amendment 20 to the Atlantic Mackerel, Squid, and Butterfish Fishery Management Plan, as adopted by the Mid-Atlantic Fishery Management Council. This action is necessary to prevent the reactivation of latent effort in the longfin squid fishery, preserve economic opportunities for more recently active participants in the longfin squid fishery, avoid overharvest during Trimester II (May–August) of the longfin squid fishery, and reduce potential negative impacts on inshore spawning longfin squid aggregations and squid egg masses. This action is intended to promote the sustainable utilization and conservation of the squid and butterfish resources, while promoting the sustained participation of fishing communities and minimizing adverse economic impacts on such communities.

**DATES:** This final rule is effective March 1, 2019.

**ADDRESSES:** The Mid-Atlantic Fishery Management Council prepared an environmental assessment (EA) for this action that describes the Council's preferred measures and other considered alternatives and the potential impacts of such alternatives. Copies of the Amendment 20 document, including the EA, the Regulatory Impact Review (RIR), and the Regulatory Flexibility Act (RFA) analysis are available on request from Dr. Christopher M. Moore, Executive Director, Mid-Atlantic Fishery Management Council, 800 North State Street, Suite 201, Dover, DE 19901, telephone (302) 674–2331. The EA/RIR/RFA analysis is also accessible via the internet at <http://www.mafmc.org/s/Squid-Amendment-EA.pdf> and [www.regulations.gov/#!docketDetail;D=NOAA-NMFS-2017-0110](http://www.regulations.gov/#!docketDetail;D=NOAA-NMFS-2017-0110). Copies of the small entity compliance guides prepared for this action are available from Michael Pentony, Regional Administrator, NMFS, Greater Atlantic Regional Fisheries Office, 55 Great Republic Drive, Gloucester, MA 01930–2298, or available on the internet at: <https://www.greateratlantic.fisheries.noaa.gov/sustainable/species/>.

Written comments regarding the burden-hour estimates or other aspects of the collection-of-information requirements contained in this proposed rule may be submitted to the Greater Atlantic Regional Fisheries Office and by email to [OIRA\\_Submission@omb.eop.gov](mailto:OIRA_Submission@omb.eop.gov) or fax to (202) 395–5806.

**FOR FURTHER INFORMATION CONTACT:** Douglas Christel, Fishery Policy Analyst, (978) 281–9141, [douglas.christel@noaa.gov](mailto:douglas.christel@noaa.gov).

**SUPPLEMENTARY INFORMATION:**

### Background

The purpose of Amendment 20 is to reduce latent (unused) effort in the longfin squid fishery and adjust the management of the fishery during Trimester II to avoid overharvesting the longfin squid resource and harming squid egg masses. The Mid-Atlantic Fishery Management Council is concerned that unused longfin squid/butterfish moratorium permits could be activated. This could lead to excessive fishing effort, which could lead to premature fishery closures and reduced access to available longfin squid quota by vessels with a history of higher landings in recent years. Excessive effort may also increase the bycatch and discards of both longfin squid and non-target species. The measures adopted by the Council are intended to help prevent excessive catch during Trimester II, a race to fish, frequent and disruptive fishery closures, and reduced fishing opportunities for vessels that are more recently dependent upon longfin squid. Additional information on the mackerel, squid, and butterfish fisheries can be found online at <http://www.mafmc.org/msb/> and <https://www.greateratlantic.fisheries.noaa.gov/sustainable/species/msb/index.html>.

On June 7, 2017, the Council adopted final measures for Amendment 20, submitting the draft amendment and EA to NMFS for preliminary review on June 6, 2018. NMFS published a Notice of Availability (NOA) in the **Federal Register** on July 27, 2018 (83 FR 35602), informing the public that the Council had submitted this amendment to the Secretary of Commerce for review and approval. NMFS published a proposed rule that included implementing regulations and corrections to existing regulations on August 31, 2018 (83 FR 44548). The public comment period for the NOA ended on September 25, 2018, while proposed rule comments were accepted through October 1, 2018. After