

SUPPLEMENTARY INFORMATION:

The Rule

This action amends 14 CFR part 71 by modifying V-204. Specifically, this action reduces the width of the V-204 from 4 to 3 NM north of the airway centerline, along a portion of the Federal airway between the Yakima VORTAC and the PAPPS Intersection. The standard width of a VOR Federal airway is 8 NM (4 NM each side of the airway centerline). Currently, the northern edge of V-204 penetrates R-6714. This penetration increases the potential for conflict between aircraft operating along that portion of V-204 and users operating within R-6714, and reduces air traffic control efficiency by preventing simultaneous use of V-204 and R-6714 during nonradar operations. Since V-204, as currently described, penetrates R-6714, immediate, corrective action is required in the interest of flight safety. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest. The FAA is taking this action to enhance the safety and efficiency of aircraft operations in the vicinity of the Yakima VORTAC.

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. Therefore, this regulation: (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 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.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9E, dated September 10, 1997 and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

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, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 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 the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

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V-204 [Revised]

From Hoquiam, WA; Olympia, WA; INT Olympia 114° and Yakima, WA, 271° radials; Yakima; 25 miles, 7 miles wide (3 miles N and 4 miles S of centerline) INT Yakima 087° and Pasco, WA, 269° radials; Pasco; INT Pasco 035° and Spokane, WA, 221° radials; to Spokane.

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Issued in Washington, DC, on December 19, 1997.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 97-33866 Filed 12-29-97; 8:45 am]

BILLING CODE 4910-13-P

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

[Airspace Docket No. 97-QWP-2]

RIN 2120-AA66

Amendment of Legal Descriptions of Federal Airways; Porterville, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the legal descriptions of two Federal airways that include the Porterville Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) as part of their route structure. Currently, the VOR/DME and the

Porterville Municipal Airport share the "Porterville" name, even though they are not collocated. This situation has led to confusion among users. To eliminate this confusion, the "Porterville VOR/DME" will be renamed the "Tule VOR/DME." The effective date of this name change will coincide with this rulemaking action. This action amends the legal descriptions of those airways affected by the VOR/DME name change. **EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

FOR FURTHER INFORMATION CONTACT: Bill Nelson, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

The Rule

This action amends 14 CFR part 71 (part 71) by amending the legal descriptions of VOR Federal Airways V-165 and V-459. Currently, the VOR/DME and the Porterville Municipal Airport share the name "Porterville." The fact that the VOR/DME is located approximately 7.3 Nautical Miles southeast of the airport has led to confusion among users because the VOR/DME and the airport are not collocated. To eliminate the confusion, the "Porterville VOR/DME" will be renamed the "Tule VOR/DME." Due to the name change of the Porterville navigational aid, the FAA is taking this action to amend the affected VOR Federal airways to reflect the VOR/DME name change.

Since this action merely involves changes in the legal description of Federal airways, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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 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.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The airways listed in this document will be published subsequently in the Order.

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, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 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 the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

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V-165 [Revised]

From Mission Bay, CA; INT Mission Bay, 270° and Oceanside, CA, 177° radials; Oceanside; 24 miles, 6 miles wide, Seal Beach, CA; 6 miles wide, INT Seal Beach 287° and Los Angeles, CA, 138° radials; Los Angeles; INT Los Angeles 357° and Lake Hughes, CA, 154° radials; Lake Hughes; INT Lake Hughes 344° and Shafter; Tule, CA; INT Tule 339° and Clovis, CA, 139° radials; Clovis; 68 miles, 50 miles, 131 MSL, Mustang, NV; 40 miles, 12 AGL, 7 miles, 115 MSL, 54 miles, 135 MSL, 81 miles, 12 AGL, Lakeview, OR; 5 miles, 72 miles, 90 MSL, Deschutes, OR; 16 miles, 19 miles, 95 MSL, 24 miles, 75 MSL, 12 miles, 65 MSL, Newburg, OR; 32 miles, 45 MSL, INT Newburg 355° and Olympia, WA, 195° radials; Olympia 010° and Seattle, WA, 249° radials; Seattle.

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V-459 [Revised]

From Seal Beach, CA, Lake Hughes, CA; Tule, CA; Friant, CA; INT Friant 319° and Linden, CA, 124° radials; Linden.

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Issued in Washington, DC, on December 19, 1997.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 97–33864 Filed 12–29–97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ASW–4]

RIN 2120–AA66

Realignment of Jet Routes; Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule realigns 14 jet routes located in the Dallas/Fort Worth (DFW), TX, area. These realignments will remove all high altitude navigation routes from the DFW Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and realign them to existing navigational aids (NAVAID) located in the DFW area. This action completes a portion of a master plan to relocate the DFW VORTAC 3/4 nautical miles (NM) to the west of its current position and to provide more NAVAID capacity for airport traffic use by eliminating the high altitude en route traffic service. Additionally, Jet Route 66 (J-66) is further realigned west of the DFW area to include the Big Springs, TX, VORTAC as part of its route structure. This realignment will allow pilots to fly at lower minimum en route altitudes (MEA) between the Newman, TX, and Abilene, TX, VORTACs.

EFFECTIVE DATE: 0901 UTC, February 26, 1998.

FOR FURTHER INFORMATION CONTACT: Steve Brown, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

On August 28, 1997, the FAA proposed to amend 14 CFR part 71 to realign 14 jet routes located in the DFW, TX, area and realign J-66 west of the DFW area (62 FR 45591). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments

were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Jet routes are published in paragraph 2004 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The jet routes listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 realigns 14 jet routes located in the DFW area. These realignments will remove all high altitude navigation routes from the DFW VORTAC. Ten of the jet routes will use the Ranger, TX, VORTAC, which is located approximately 8 NM to the west. One jet route will use the Cowboy, TX, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), which is located approximately 6.5 NM to the east. Two jet routes will terminate at the Wichita Falls, TX, VORTAC rather than continue to the DFW area. These particular two jet routes originally terminated at the DFW VORTAC. The remaining jet route bypasses DFW altogether by proceeding direct from the Ardmore, OK, VORTAC to the Texarkana, AR, VORTAC. The DFW VORTAC will no longer service high altitude en route traffic, thereby increasing NAVAID capacity for DFW International Airport traffic area use.

Additionally, J-66 is further realigned west of the DFW area to include the Big Springs, TX, VORTAC as part of its route structure. This realignment allows pilots to fly at lower MEA on J-66 between the Newman, TX, and Abilene, TX, VORTACs.

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 will only affect air traffic procedures and air navigation, it is certified that this 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.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).