

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).

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 2004—Jet Routes

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J-4 [Revised]

From Los Angeles, CA, via INT Los Angeles 083° and Twentynine Palms, CA, 269° radials; Twentynine Palms; Parker, CA; Buckeye, AZ; San Simon, AZ; Newman, TX; Wink, TX; Abilene, TX; Ranger, TX; Belcher, LA; Jackson, MS; Meridian, MS; Montgomery, AL; INT Montgomery 051° and Colliers, SC, 268° radials; Colliers; Columbia, SC; Florence, SC; to Wilmington, NC.

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J-21 [Revised]

From the INT of the United States/Mexican Border and the Laredo, TX, 172° radial via Laredo; San Antonio, TX; Austin, TX; Waco, TX; Ranger, TX; Ardmore, OK; Will Rogers, OK; Wichita, KS; Omaha, NE; Gopher, MN; to Duluth, MN.

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J-25 [Revised]

From Matamoras, Mexico, via Brownsville, TX; INT of the Brownsville 358° and the Corpus Christi, TX, 178° radials; Corpus Christi; INT of the Corpus Christi 311° and the San Antonio, TX, 167° radials; San Antonio; Austin, TX; Waco, TX; Ranger, TX; Tulsa, OK; Kansas City, MO; Des Moines, IA; Mason City, IA; Gopher, MN; Brainerd, MN; to Winnipeg, MB, Canada. The airspace within Canada is excluded. The airspace within Mexico is excluded.

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J-33 [Revised]

From Humble, TX, via INT Humble 349° and Ranger, TX, 135° radials; to Ranger.

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J-42 [Revised]

From Delicias, Mexico, via Fort Stockton, TX; Abilene, TX; Ranger, TX; Texarkana, AR; Memphis, TN; Nashville, TN; Beckley, WV;

Montebello, VA; Gordonsville, VA; Nottingham, MD; INT Nottingham 061° and Woodstown, NJ, 225° radials; Woodstown; Robbinsville, NJ; LaGuardia, NY; INT LaGuardia 042° and Hartford, CT, 236° radials; Hartford; Putman, CT; Boston, MA. The portion of this route outside of the United States is excluded.

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J-52 [Revised]

From Vancouver, BC, Canada; via Spokane, WA; Salmon, ID; Dubois, ID; Rock Springs, WY; Falcon, CO; Hugo, CO; Lamar, CO; Liberal, KS; INT Liberal 137° and Ardmore, OK, 309° radials; Ardmore; Texarkana, AR; Sidon, MS; Bigbee, MS; Vulcan, AL; Atlanta, GA; Colliers, SC; Columbia, SC; Raleigh-Durham, NC; to Richmond, VA. The portion within Canada is excluded.

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J-58 [Revised]

From Oakland, CA, via Manteca, CA; Coaldale, NV; Wilson Creek, NV; Milford, UT; Farmington, NM; Las Vegas, NM; Amarillo, TX; Wichita Falls, TX; Ranger, TX; Alexandria, LA; Harvey, LA; INT of Grand Isle, LA, 105° and Crestview, FL, 201° radials; INT of Grand Isle 105° and Sarasota, FL, 286° radials; Sarasota; Lee County, FL; to the INT Lee County 120° and Dolphin, FL, 293° radials; Dolphin.

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J-66 [Revised]

From Newman, TX; via Big Spring, TX; Abilene, TX; Ranger, TX; Bonham, TX; Little Rock, AR; Memphis, TN; to Rome, GA.

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J-72 [Revised]

From Boulder City, NV, via Peach Springs, AZ; Gallup, NM; Albuquerque, NM; Texico, NM; to Wichita Falls, TX.

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J-76 [Revised]

From Las Vegas, NV, via INT Las Vegas 090° and Tuba City, AZ, 268° radials; Tuba City; Las Vegas, NM; Tucumcari, NM; to Wichita Falls, TX.

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J-87 [Revised]

From Humble, TX, via Navasota, TX; INT of Navasota 342° and Cowboy, TX, 166° radials; Cowboy; Tulsa, OK; Butler, MO; Kirksville, MO; Moline, IL; Joliet, IL; to Northbrook, IL.

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J-105 [Revised]

From Ranger, TX; via McAlester, OK; Razorback, AR; Springfield, MO; Bradford, IL; to Badger, WI.

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J-131 [Revised]

From San Antonio, TX, via INT San Antonio 007° and Ranger, TX, 214° radials; Ranger; Texarkana, AR; Little Rock, AR; to Pocket City, IN.

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J-181 [Revised]

From Ranger, TX; Okmulgee, OK; Neosho, MO; INT Neosho 049° and Bradford, IL, 219° radials; to Bradford.

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Issued in Washington, DC, on December 17, 1997.

Nancy B. Kalinowski,

Acting Program Director for Air Traffic Airspace Management.

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 902

50 CFR Part 622

[Docket No. 971009242–7308–02; I.D. 091997B]

RIN 0648–AJ14

Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Reef Fish Fishery of the Gulf of Mexico; Amendment 15; OMB Control Numbers

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

ACTION: Final rule; extension of effectiveness.

SUMMARY: NMFS issues this final rule to implement the approved measures in Amendment 15 to the Fishery Management Plan for the Reef Fish Resources of the Gulf of Mexico (FMP). Amendment 15 and this rule replace the current commercial red snapper endorsement and trip limit system with a system comprised of two classes of transferrable red snapper licenses and trip limits; split the red snapper commercial fishing season into two time periods, the first commencing February 1 with two-thirds of the annual quota available and the second commencing on September 1 with the remainder of the annual quota available; open the red snapper commercial fishery at noon on the first of each month and close it at noon on the 15th of each month during the commercial season; prohibit the possession of reef fish in excess of the bag limit on a vessel that has on board, or is tending, a trap other than a fish, stone crab, or spiny lobster trap; limit the harvest of greater amberjack to the bag limit each year during March