

effectiveness of this action and determining whether additional rulemaking action is needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made "Comments to Docket No. 98-ASW-42." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various level of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that 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) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 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 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(q), 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 6005: Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

ASW TX E5 Dallas-Fort Worth, TX [Revised]

Dallas/Fort Worth International Airport, TX
(lat. 32°53'45"N., long. 97°02'14"W.)
McKinney Municipal, TX
(lat. 33°10'41"N., long. 96°35'26"W.)
Rockwall Municipal Airport, TX
(lat. 32°55'50"N., long. 96°26'08"W.)
Mesquite Metro Airport, TX
(lat. 32°44'49"N., long. 96°31'50"W.)
Mesquite NDB
(lat. 32°48'34"N., long. 96°31'45"W.)
Mesquite Metro ILS Localizer
(lat. 32°44'03"N., long. 96°31'50"W.)
Lancaster Airport, TX
(lat. 32°34'45"N., long. 96°43'09"W.)
Lancaster NDB
(lat. 32°34'40"N., long. 96°43'19"W.)
Point of Origin
(lat. 32°51'57"N., long. 97°01'41"W.)
Fort Worth Spinks Airport, TX
(lat. 32°33'55"N., long. 97°18'29"W.)
Celburne Municipal Airport, TX
(lat. 32°21'14"N., long. 97°26'02"W.)
Bourland Field, TX
(lat. 32°34'51"N., long. 97°35'29"W.)
Granbury Municipal Airport, TX
(lat. 32°26'40"N., long. 97°49'01"W.)
Weatherford, Parker County Airport, TX
(lat. 32°44'47"N., long. 97°40'57"W.)
Bridgeport Municipal Airport, TX
(lat. 33°10'29"N., long. 97°49'42"W.)
Decatur Municipal Airport, TX
(lat. 33°15'17"N., long. 97°34'50"W.)

That airspace extending upward from 700 feet above the surface within a 30-mile radius of Dallas/Fort International Airport and within a 6.6-mile radius of McKinney Municipal Airport and within 1.8 miles each side of the 002° bearing from the McKinney

Municipal Airport extending from the 6.6-mile radius to 9.2 miles north of the airport and within a 6.3-mile radius of Rockwall Municipal Airport and within 1.6 miles each side of the 010° bearing from the airport extending from the 6.3-mile radius to 10.8 miles north of the airport and within a 6.5-mile radius of Mesquite Metro Airport and within 8 miles each and 4 miles west of the 001° bearing from the Mesquite NDB extending from the 6.5-mile radius to 19.7 miles north of the airport and within 1.7 miles each side of Mesquite Metro ILS Localizer south course extending from the 6.5-mile radius to 11.1 miles south of the airport and within a 6.5-mile radius of the Lancaster Airport and within 8 miles west and 4 miles east of the 129° bearing from the Lancaster NDB extending from the 6.50-mile radius to 16 miles southeast of the NDB and within 8 miles northeast and 4 miles southwest of the 144° bearing from the Point of Origin extending from the 30 mile radius of Dallas/Fort Worth International Airport to 35 miles southeast of the Point of Origin and within 6.5-mile radius of Fort Worth Spinks Airport and within 8 miles each and 4 miles west of the 178° bearing from the airport extending from the 6.5-mile radius to 21 miles south of the airport and within a 6.9-mile radius of Cleburne Municipal Airport and within 3.6 miles each side of the 292° bearing from the airport extending from the 6.9-mile radius to 12.2 miles northwest of the airport and within a 6.5-mile radius of Bourland Field and within a 6.3-mile radius of Granbury Municipal Airport and within a 6.3-mile radius of Parker County Airport and within 8 miles east and 4 miles west of the 177° bearing from the airport extending from the 6.3-mile radius to 21.4 miles south of the airport and within a 6.3-mile radius of Bridgeport Municipal Airport and within 1.6 miles each side of the 040° bearing from the airport extending from the 6.3-mile radius to 10.6 miles northeast of the airport and within a 6.3-mile radius of Decatur Municipal Airport and within 1.5 miles each side of the 263° bearing from the airport extending from the 6.3-mile radius to 9.2 miles west of the airport.

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Issued in Fort Worth, TX, on July 14, 1998.

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Albert L. Viselli,

*Acting Manager, Air Traffic Division,
Southwest Region.*

[FR Doc. 98-19421 Filed 7-21-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-23]

RIN 2120-AA66

Alteration of VOR Federal Airways; WA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies two Federal airways, V-165 and V-287, located in the State of Washington (WA), due to the newly commissioned Penn Cove Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) navigational aid. Federal Airway V-165 is modified to provide a route from the Olympia Very High Frequency Omnidirectional Range/Tactical Air Navigation System (VORTAC) to Penn Cove VOR to Bellingham, WA. Federal Airway V-287 is modified to provide a route from the Paine VORTAC to Penn Cove VOR. The FAA is taking this action to improve the management of air traffic operations in the State of Washington.

EFFECTIVE DATE: 0901 UTC, October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, 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:

Background

On April 27, 1998, the FAA proposed to amend 14 CFR part 71 (part 71) to modify two Federal Airways, V-165 and V-287, located in the State of Washington, due to the commissioning of the Penn Cove VOR/DME navigational aid (63 FR 24765). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice.

The Rule

This action amends part 71 by modifying two VOR Federal airways, V-287 and V-165, due to the commissioning of the Penn Cove, WA, VOR/DME. Specifically, this action modifies Federal Airway V-165 to provide a route between Olympia and Bellingham, WA, via Penn Cove VOR. Federal Airway V-287 is modified to provide a route from the Paine VORTAC to Penn Cove VOR. This action enhances air traffic procedures by providing air traffic controllers with added flexibility for routing air traffic in the State of Washington.

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 Domestic VOR Federal airways listed in this document will be published subsequently in the Order.

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.

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)—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, CA, 137° radials; Shafter; Porterville, CA; INT Porterville 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, Newberg, OR; 32 miles, 45 MSL, INT Newberg 355° and Olympia, WA, 195° radials; Olympia; Penn Cove, WA; to Bellingham, WA.

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V-287 [Revised]

From Fort Jones, CA, via INT Fort Jones 041° and Rogue Valley, OR, 157° radials; Rogue Valley; North Bend, OR; Newberg, OR; Battle Ground, WA; 20 miles, 51 miles, 45 MSL, Olympia, WA; INT Olympia 005° and Paine, WA, 256° radials; Paine; to Penn Cove, WA.

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Issued in Washington, DC, on July 15, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98-19420 Filed 7-21-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD 05-98-006]

RIN 2115-AE46

Special Local Regulations for Marine Events; New Jersey Offshore Grand Prix

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is amending permanent special local regulations established for the New Jersey Offshore Grand Prix, a marine event held annually in the Atlantic Ocean along the coast of New Jersey between Asbury Park and Seaside Park, by identifying the specific date on which the regulated area will be in effect. This action is intended to provide more accurate notice of the date on which the event will occur.

DATES: This final rule is effective on July 15, 1998.

FOR FURTHER INFORMATION CONTACT:

S. L. Phillips, Project Manager, Operations Division, Auxiliary Section, at (757) 398-6204.

SUPPLEMENTARY INFORMATION:

Regulatory History

On February 27, 1998, the Coast Guard published a notice of proposed rulemaking entitled Special Local Regulations for Marine Events; New Jersey Offshore Grand Prix, in the