

List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for 14 CFR part 73 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.

§ 73.48 [Amended]

2. Section 73.48 is amended as follows:

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R–4802 Lone Rock, NV [Revoke]**R–4804 Twin Peaks, NV [Revoke]****R–4813 Carson Sink, NV [Revoke]****R–4804A Twin Peaks, NV [New]**

Boundaries. A 5-nautical-mile radius circle centered at lat. 39°13'00"N., long. 118°12'45"W.; and a 3-nautical-mile radius centered at lat. 39°14'15"N., long. 118°17'33"W.

Designated altitudes. Surface to but not including FL 180 excluding 2,000 feet AGL up to but not including 8,500 feet MSL, north of and within 1 NM of U.S. Highway 50 between the intersection of U.S. Highway 50 with long. 118°26'00"W., and long. 118°08'00"W.

Times of use. 0715–2330 local time, daily.
Controlling agency. FAA, Oakland ARTCC.
Using agency. USN Naval Strike and Warfare Center Fallon, NV.

R–4804B Twin Peaks, NV [New]

Boundaries. A 5-nautical-mile radius circle centered at lat. 39°13'00"N., long. 118°12'45"W.; and a 3-nautical-mile radius centered at lat. 39°14'15"N., long. 118°17'33"W.

Designated altitudes. FL 180 to and including FL 350.

Times of use. Intermittent by NOTAM 0715–2330 local time, daily. Controlling agency. FAA Oakland, ARTCC.

Using agency. USN Naval Strike and Warfare Center Fallon, NV.

R–4813A Carson Sink, NV [New]

Boundaries. Beginning at lat. 39°51'00"N., long. 118°38'04"W.; to lat. 40°01'00"N., long. 118°15'04"W.; to lat. 40°01'00"N., long. 118°01'03"W.; to lat. 39°58'00"N., long. 118°01'03"W.; to lat. 39°38'00"N., long. 118°17'03"W.; thence via the arc of a 15-NM radius circle centered at lat. 39°52'36"N., long. 118°20'31"W.; to lat. 39°45'50"N., long. 118°38'04"W.; thence to the point of beginning.

Designated altitudes. Surface to but not including FL 180.

Times of use. 0715–2330 local time, daily.
Controlling agency. FAA Oakland, ARTCC.
Using agency. USN Naval Strike and Warfare Center Fallon, NV.

R–4813B Carson Sink, NV [New]

Boundaries. Beginning at lat. 39°51'00"N., long. 118°38'04"W.; to lat. 40°01'00"N., long. 118°15'04"W.; to lat. 40°01'00"N., long. 118°01'03"W.; to lat. 39°58'00"N., long. 118°01'03"W.; to lat. 39°38'00"N., long. 118°17'03"W.; thence via the arc of a 15-NM radius circle centered at lat. 39°52'36"N., long. 118°20'31"W.; to lat. 39°45'50"N., long. 118°38'04"W.; thence to the point of beginning.

Designated altitudes. FL 180 to and including FL 350.

Times of use. Intermittent by NOTAM 0715–2330 local time, daily.

Controlling agency. FAA Oakland, ARTCC.
Using agency. USN Naval Strike and Warfare Center Fallon, NV.

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Issued in Washington, DC, on January 14, 2002.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 02–1374 Filed 1–18–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 95**

[Docket No. 30289; Amdt. No. 433]

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 routes 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.

EFFECTIVE DATE: 0901 UTC, February 21, 2002.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: PO Box 25082 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 January 11, 2002.

James J. Ballough,
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:

PART 95—[AMENDED]

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.

§§ 95.48, 95.6001, 95.6159, 95.6437, 95.6441, 95.6450, 95.614, and 95.6538 [Amended]

2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS
[Amendment 433, Effective Date: February 21, 2002]

From	To	MEA
Colored Federal Airways		
§ 95.48 Green Federal Airway 8 is Amended to Read in Part		
Campbell Lake, AK NDB	Glennallen, AK NDB	10000
Atlantic Routes		
Atlantic Routes—A315 is Amended to Read in Part		
Jayee, BS FIX	*Hodgy, BS FIX	7,000
*16500—MRA		
Atlantic Routes—A555 is Amended to Read in Part		
Rajay, BS FIX	Prune, BS FIX	4,000
Prune, BS FIX	Nassau, BS VOR/DME	2,000
Nassau, BS VOR/DME	Lepas, BS FIX	*3000
*1500—MOCA		
Lepas, BS FIX	Bosar, BS FIX	*3000
*1300—MOCA		
Atlantic Routes—B503 is Amended to Read in Part		
Nassua, BS VOR/DME	*Hodgy, BS FIX	7000
*16500—MRA		
Hodgy, BS FIX	Enamo, OA FIX	6000
Atlantic Routes—G437 is Amended to Read in Part		
Mapyl, OA FIX	Elbow, BS FIX	31000
Elbow, BS FIX	Ingra, BS FIX	8000
Ingra, BS FIX	Nassau, BS VOR/DME	2000
Nassau, BS VOR/DME	Welks, BS FIX	2000
Welks, BS FIX	Brono, BS FIX	2000
Brono, BS FIX	*Jayee, BS FIX	5000
*14000—MRA		
Bahamas Routes		
Bahama Routes—022V is Amended to Read in Part		
Carey, BS FIX	Majur, BS FIX	2000
Majur, BS FIX	Nassau, BS VOR/DME	*2000
*1500—MOCA		
Bahama Routes—049V is Amended to Read in Part		
Nassau, BS VOR/DME	Tinky, BS FIX	4000
Bahama Routes—053V is Amended to Read in Part		
Prune, BS FIX	Nassau, BS VOR/DME	2000
Nassaue, BS VOR/DME	Guava, BS FIX	3000
Bahama Routes—054V is Amended to Read in Part		
Carey, BS FIX	Majur, BS FIX	2,000
Majur, BS FIX	Nassau, BS VOR/DME	*2,000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 433, Effective Date: February 21, 2002]

From	To	MEA
*1500—MOCA		
Bahama Routes—055V is Amended to Read in Part		
Prune, BS FIX	Nassau, BS VOR/DME	2,000
Nassau, BS VOR/DME	Burrl, BS FIX	*3000
*1500—MOCA		
Burrl, BS FIX	Seaan, BS FIX	*3000
*1500—MOCA		
Seaan, BS FIX	Burgo, BS FIX	*16000
*1500—MOCA		
Bahama Routes—057V is Amended to Read in Part		
Carey, BS FIX	Majur, BS FIX	2,000
Majur, BS FIX	Nassau, BS VOR/DME	*2,000
*1500—MOCA		
Bahama Routes—058V is Amended to Read in Part		
Nassau, BS VOR/DME	Kuray, BS FIX	*2000
*1500—MOCA		
Kuray, BS FIX	*Melon, BS FIX	**2000
*8000—MRA		
**1300—MOCA		
Melon, BS FIX	Hankx, BS FIX	*2000
*1300—MOCA		
Hankx, BS FIX	Barts, BS FIX	*4000
*1300—MOCA		
Barts, BS FIX	Abaco, BS FIX	10000
Bahama Routes—063V is Amended to Read in Part		
Hankx, BS FIX	*Melon, BS FIX	**2,000
*8,000—MRA		
**1,300—MOCA		
Melon, BS FIX	Kuray, BS FIX	*2,000
*1300—MOCA		
Kuray, BS FIX	Nassau, BS VOR/DME	*2,000
*1,500—MOCA		
Bahamas Routes—065V is Amended to Read in Part		
Nassau, BS VOR/DME	Peach, BS FIX	*2000
*1500—MOCA		
Peach, BS FIX	*Sydney, BS FIX	**2000
*5000—MRA		
**1300—MOCA		
Sydney, BS FIX	Lauth, BS FIX	*5000
*1300—MOCA		
Lauth, BS FIX	Freeport, BS VOR/DME	*2000
*1400—MOCA		
Bahamas Routes—070V is Amended to Read in Part		
Marsh Harbour, BS NDB	Nassau, BS VOR/DME	6000
§ 95.6001 Victor Routes—U.S.		
§ 95.6159 VOR Federal Airway 159 is Amended to Read in Part		
Tuskegee, AL VOR/DME	Kent, AL FIX	*2600
*1900—MOCA		
§ 95.6437 VOR Federal Airway 437 is Amended to Read in Part		
Stary, GA FIX	*Cathy, GA FIX	**5000
*5000—MRA		
**1300—MOCA		
§ 95.6441 VOR Federal Airway 441 is Amended to Read in Part		
Stary, GA FIX	*Cathy, GA FIX	**5000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 433, Effective Date: February 21, 2002]

From	To	MEA
*5000—MRA **1300—MOCA		
§ 95.6450 VOR Federal Airway 450 is Amended to Read in Part		
Muskegon, MI VORTAC *2400—MOCA	Flint, MI VORTAC	*3000
§ 95.6514 VOR Federal Airway 514 is Amended to Read in Part		
*Twenty-nine Palms, CA VORTAC *10200—MCA Twenty-nine Palms, CA VORTAC, NE BND **7600—MOCA	Goffs, CA VORTAC	**12000
§ 95.6538 VOR Federal Airway 538 is Amended to Read in Part		
*Twenty-nine Palms, CA VORTAC *10200—MCA Twenty-nine Palms, CA VORTAC, NE BND **7600—MOCA	Goffs, CA VORTAC	**12000

[FR Doc. 02-1376 Filed 1-18-02; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[Region 2 Docket No. NJ49-235 FRL-7127-8]

Approval and Promulgation of Implementation Plans; New Jersey; Motor Vehicle Inspection and Maintenance Program**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: EPA is approving a State Implementation Plan (SIP) revision submitted by New Jersey that consists of two elements necessary for EPA to grant final full approval of New Jersey's enhanced motor vehicle inspection and maintenance (I/M) program. The first element provides the State's final submittal for compliance with the National Highway Systems Designation Act (NHSDA), which allowed states to claim additional credit for their decentralized inspection and maintenance programs, provided they could validate that credit claim with actual program implementation data. The second element revises New Jersey's performance standard modeling to reflect the State's enhanced I/M program as it is currently implemented. This element satisfies a condition of EPA's May 14, 1997 conditional interim approval of New Jersey's enhanced I/M program SIP. The intended effect of this action is to approve the two evaluations

of the enhanced I/M program, in addition to prior minor revisions to the enhanced I/M SIP, and to grant final full approval of the program. The enhanced I/M program will result in emission reductions that will help achieve attainment of the one-hour ozone standard and carbon monoxide standard.

EFFECTIVE DATE: This rule will be effective February 21, 2002.

ADDRESSES: Copies of the state submittal(s) are available at the following addresses for inspection during normal business hours: Environmental Protection Agency, Region 2 Office, Air Programs Branch, 290 Broadway, 25th Floor, New York, New York 10007-1866. Environmental Protection Agency, Air and Radiation Docket and Information Center, Air Docket (6102), 401 M Street, SW., Washington, DC 20460. New Jersey Department of Environmental Protection, Bureau of Air Quality Planning, 401 East State Street, CN027, Trenton, New Jersey 08625.

FOR FURTHER INFORMATION CONTACT: Kenneth M. Champagne, Air Programs Branch, 290 Broadway, 25th Floor, New York, NY 10007-1866, (212) 637-4249.

SUPPLEMENTARY INFORMATION:**Background**

On September 11, 2001 (66 FR 47130), EPA published a notice of proposed rulemaking regarding a State Implementation Plan (SIP) revision submitted by the State of New Jersey. The notice proposed to approve revisions to New Jersey's enhanced I/M SIP, and to grant final full approval of the program. The SIP revision was

proposed under a procedure called parallel processing, whereby EPA proposes a rulemaking action concurrently with a state's procedures for amending its regulations. The proposed SIP revision was initially submitted to EPA on May 4, 2001, and the final SIP revision was formally submitted on August 20, 2001. A detailed description of New Jersey's submittals and EPA's rationale for the proposed action were presented in the September 11, 2001 proposal, referenced above, and will not be restated here.

Public Comments/Response to Comments

On October 16, 2001 (66 FR 52560), EPA published a notice extending the comment period for the September 11, 2001 proposal for an additional thirty days. This action was necessary due to the tragic events of September 11, 2001 and the resulting temporary closure of the Region 2 office of the EPA in New York City and the disruption of mail delivery and telephone service. It should be noted that EPA did not receive any comments associated with the proposed approval of New Jersey's enhanced I/M program.

Conclusion

EPA is taking final action to approve New Jersey's August 20, 2001 SIP revision, which contained the remaining elements necessary to grant final full approval of the State's enhanced I/M program. EPA's authority to approve New Jersey's enhanced I/M program is set forth at sections 110 and 182 of the Clean Air Act. In accordance with the parallel processing procedures, EPA has