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Dated: February 2, 1996.

Robert E. Taylor,  
 Clerk of the Board.

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## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 71

[Airspace Docket No. 95-AGL-9]

## Realignment of Jet Route J-588

AGENCY: Federal Aviation  
 Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment alters Jet Route J-588 between the state of Michigan and Canada. This action is necessary because the Stirling, ON, Canada, Very High Frequency Omnidirectional Range (VOR) has been decommissioned. Altering J-588 will ensure continuity for aircraft transitioning along that jet route to and from the United States and Canada.

**EFFECTIVE DATE:** 0901 UTC, April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:** Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace—Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-3075.

## SUPPLEMENTARY INFORMATION:

## History

On October 5, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to alter Jet Route J-588 from the Sault Ste Marie, MI, VOR to the Stirling, ON, Canada, VOR (60 FR 52133). 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. Jet routes are published in paragraph 2004 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be published subsequently in the Order.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations alters Jet Route J-588 from the Sault Ste Marie, MI, VOR to the Stirling, ON, Canada, VOR. The Stirling VOR was decommissioned in July 1995. To ensure that continuity exists along J-588

for aircraft transitioning to and from the United States and Canada, the jet route will be realigned with the Campbellford, ON, Canada, VOR.

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 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—[AMENDED]

1. The authority citation for part 71 is revised 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 2004—Jet Routes*

\* \* \* \* \*

## J-588 [Revised]

From Sault Ste Marie, MI; to Campbellford, ON, Canada. The portion within Canada is excluded.

\* \* \* \* \*

Issued in Washington, DC, on January 30, 1996.

Harold W. Becker,

Manager, Airspace—Rules and Aeronautical  
 Information Division.

[FR Doc. 96-2631 Filed 2-6-96; 8:45 am]

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