

outside the Class B airspace area, would have a negative impact on the positive control services provided to VFR aircraft in the area. They also question the suitability of the "see and avoid concept" for flight in the Salt Lake City area. In addition, NATCA contends that the current Class B airspace boundaries should be increased to the east and the west instead of reduced; the current ceiling should be raised to more accurately reflect current operational practices; and that a full review of the Salt Lake City air traffic operational procedures and airspace is needed. NATCA stated that a review of the current airspace and operational procedures has been initiated by local FAA management and NATCA to identify any required modifications needed for the continued safe and efficient use of the airspace.

In consideration of the comments received and the cited review of operational changes, the FAA has reexamined the proposal and has decided to withdraw the proposal at this time in order to conduct a complete review of the Salt Lake City terminal airspace area. The recently formed Capacity Enhancement Task Force, consisting of aviation users in the Salt Lake Valley, will review the Salt Lake City terminal airspace area configuration and recommend operational and design changes needed to modernize the current Salt Lake City Class B airspace area to the FAA. The FAA will ensure the requirements of all users of the Salt Lake City terminal airspace area are considered when reviewing the recommendations of the task force before any airspace modifications are made.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Withdrawal

In consideration of the foregoing, the Notice of Proposed Rulemaking, Airspace Docket No. 5-AWA-12, as published in the **Federal Register** on August 5, 1998 (63 FR 41743), is hereby withdrawn.

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

Issued in Washington, DC, on January 8, 1999.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 99-853 Filed 1-13-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AAL-15]

RIN 2120-AA66

#### Proposed Establishment of Colored Federal Airways; AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to establish 17 colored Federal airways located in the State of Alaska (AK). The FAA is proposing this action to improve the management of air traffic operations in the State of Alaska and enhance safety.

**DATES:** Comments must be received on or before March 1, 1999.

**ADDRESSES:** Send comments on the proposal in triplicate to: Manager, Air Traffic Division, AAL-500, Docket No. 98-AAL-15, Federal Aviation Administration, 222 West 7th Avenue, #14, Anchorage, AK 99533.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916, 800 Independence Avenue, SW., Washington DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

**FOR FURTHER INFORMATION CONTACT:** Joseph C. White, 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:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the

FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-AAL-15." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783.

Communications must identify the notice number of the NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677, and request a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

An electronic copy of this document may be downloaded, using a modem and suitable communications software, from the FAA regulations section of the Fedworld electronic bulletin board service (telephone: 703-321-3339) or the **Federal Register's** electronic bulletin board service (telephone: 202-512-1661).

Internet users may reach the FAA's web page at <http://www.faa.gov> or the **Federal Register's** web page at <http://www.access.gpo.gov/nara/index.html> for access to recently published rulemaking documents.

#### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 (part 71) to establish 17 colored Federal airways in AK, specifically, Green-1, Green-2, Green-3, Green-4, Green-16, Green-17, Green-18, Green-19, Red-1, Red-2, Amber-7, Blue-1, Blue-2, Blue-4, Blue-5, Blue-7, and Blue-8. Presently, there are a number of uncharted nonregulatory routes that use the same routings as these proposed colored Federal airways, with the exception of Green-16, Green-17, Green-

18, and Green-19. Green-16, Green-17, Green-18, and Green-19 are being proposed as a result of the commissioning of nondirectional radio beacons at Atkasuk, AK, Wainwright, AK, and Nuiqsut, AK. These newly commissioned navigational facilities would provide a means to establish an airway structure to support the existing commercial air carrier services on the North Slope of Alaska, where currently no airway structure exists. The remaining uncharted nonregulatory routings are used daily by air carrier and general aviation aircraft. The FAA is proposing this action to establish these 17 colored Federal airways for the following reasons: (1) The conversion of these uncharted nonregulatory routes to colored Federal airways would add to the instrument flight rules (IFR) airway and route infrastructure in Alaska; (2) pilots would be provided with minimum en route altitudes and minimum obstruction clearance altitudes information; (3) this amendment would establish controlled airspace, thus eliminating some of the commercial IFR operations in uncontrolled airspace; and (4) addition of these routes would improve the management of air traffic operations and thereby enhance safety.

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 proposed 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.

Colored Federal airways are published in paragraph 6009 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The colored Federal airways listed in this document would be published subsequently in the Order.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 6009(a)—Green Federal Airways*  
\* \* \* \* \*

#### Green 1 [New]

From Adak, AK, NDB; to Elfee, AK, NDB.

#### Green 2 [New]

From Borland, AK, NDB; to Woody Island, AK, NDB.

#### Green 3 [New]

From Elfee, AK, NDB; to Woody Island, AK, NDB.

#### Green 4 [New]

From Wood River, AK, NDB; INT Iliamna, AK, NDB, 250°T (228°M) and Saldo, AK, 220°T (341°M); to Iliamna, AK, NDB.

\* \* \* \* \*

#### Green 16 [New]

From Point Lay, AK, NDB; Wainwright Village, AK, NDB; Browerville, AK, NDB; Nuiqsut Village, AK, NDB; to Put River, AK, NDB.

#### Green 17 [New]

From Wainwright Village, AK, NDB; Atkasuk, AK, NDB; to Nuiqsut Village, AK, NDB.

#### Green 18 [New]

From Point Lay, AK, NDB; to Atkasuk, AK, NDB.

#### Green 19 [New]

From Point Lay, AK, NDB; to Nuiqsut Village, AK, NDB.

\* \* \* \* \*

#### Paragraph 6009(b)—Red Federal Airways

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#### Red 1 [New]

St. Paul Island, AK, NDB 20 AGL; INT Elfee, AK, NDB, 327°T (310°M) and St. Paul Island, AK, NDB, 073°T (060°M); INT Cape Newenham, AK, NDB, 131°T (113°M) and Saldo, AK, NDB 262°T (241°M); to Saldo, AK, NDB.

#### Red 2 [New]

From Elfee, AK, NDB; Point Heiden, AK, NDB; to INT Homer, AK 237°T (213°M) radial and Iliamna, AK, NDB, 158°T (136°M) bearing.

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#### Paragraph 6009(c)—Amber Federal Airways

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#### Amber 7 [New]

From Campbell Lake, AK, NDB; to Mineral Creek, AK, NDB.

\* \* \* \* \*

#### Paragraph 6009(d)—Blue Federal Airways

\* \* \* \* \*

#### Blue 1 [New]

From Yukon River, AK, NDB; Evansville, AK, NDB; Utopia Creek, AK, NDB; Hotham, AK, NDB; to Point Lay, AK, NDB.

#### Blue 2 [New]

From Point Lay, AK, NDB; Cape Lisburne, AK, NDB; Hotham, AK, NDB; Tin City, AK, NDB; to Fort Davis, AK, NDB.

\* \* \* \* \*

#### Blue 4 [New]

From Bishop, AK, NDB; to Utopia Creek, AK, NDB.

#### Blue 5 [New]

From Cape Lisburne, AK, NDB; to Point Hope, AK, NDB.

\* \* \* \* \*

#### Blue 7 [New]

From Chena, AK, NDB; to Utopia Creek, AK, NDB.

#### Blue 8 [New]

From Shishmaref, AK, NDB; to Tin City, AK, NDB.

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Issued in Washington, DC, on January 7, 1999.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 99–854 Filed 1–13–99; 8:45 am]

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