

the INT Lee County 120° and Dolphin, FL, 293° radials; Dolphin.

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#### J-78 [Revised]

From Los Angeles, CA, via Seal Beach, CA; Thermal, CA; Parker, CA; Drake, AZ; Zuni, AZ; Albuquerque, NM; Tucumcari, NM; Panhandle, TX; Will Rogers, OK; Tulsa, OK; Farmington, MO; Louisville, KY; Charleston, WV; Philipsburg, PA; to Milton, PA.

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#### Paragraph 6010—VOR Federal Airways

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#### V-12 [Revised]

From Gaviota, CA, via San Marcus, CA; Palmdale, CA; 38 miles, 6 miles wide, Hector, CA; 12 miles, 38 miles, 85 MSL, 14 miles, 75 MSL, Needles, CA; 45 miles, 34 miles, 95 MSL, Drake, AZ; Winslow, AZ; 30 miles 85 MSL, Zuni, NM; Albuquerque, NM; Otto, NM; Anton Chico, NM; Tucumcari, NM; Panhandle, TX; Gage, OK; Anthony, KS; Wichita, KS; Emporia, KS; Napoleon, MO; INT Napoleon 095° and Columbia, MO, 292° radials; Columbia; Foristell, MO; Troy, IL; Bible Grove, IL; Shelbyville, IN; Richmond, IN; Dayton, OH; Appleton, OH, Newcomerstown, OH; Allegheny, PA; Johnstown, PA; Harrisburg, PA; INT Harrisburg 092° and Pottstown, PA, 278° radials; to Pottstown.

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#### V-81 [Revised]

From Chihuahua, Mexico, via Marfa, TX; Fort Stockton, TX; Midland, TX; Lubbock, TX; Plainview, TX; Panhandle, TX; Dalhart, TX; Tobe, CO; Pueblo, CO; Black Forest, CO; Jeffco, CO; Cheyenne, WY; Scottsbluff, NE; to Chadron, NE. The airspace outside the United States is excluded.

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#### V-114 [Revised]

From Panhandle, TX, via Childress, TX; Wichita Falls, TX; INT Wichita Falls 117° and Blue Ridge, TX, 285° radials; Blue Ridge; Quitman, TX; Gregg County, TX; Alexandria, LA; INT Baton Rouge, LA, 307° and Lafayette, LA, 042° radials; 7 miles wide (3 miles north and 4 miles south of centerline); Baton Rouge; INT Baton Rouge 112° and Reserve, LA, 323° radials; Reserve; INT Reserve 084° and Gulfport, MS, 247° radials; Gulfport; INT Gulfport 344° and Eaton, MS, 171° radials; to Eaton, excluding the portion within R-3801B and R-3801C.

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#### V-140 [Revised]

From Panhandle, TX, via Sayre, OK; Kingfisher, OK; INT Kingfisher 072° and Tulsa, OK, 261° radials; Tulsa; Razorback, AR; Harrison, AR, Walnut Ridge, AR; Dyersburg, TN; Nashville, TN; to Livingston, TN; London, KY; Hazard, KY; Bluefield, WV; INT of Bluefield 071° and Montebello, VA, 250° radials; Montebello; to Casanova, VA.

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#### V-280 [Revised]

From Ciudad Juarez, Mexico, via El Paso, TX; INT El Paso 070° and Pinon, NM, 219°

radials; Pinon; Chisum, NM; INT Chisum 063° and Texico, NM, 218° radials; Texico; Panhandle, TX; Gage, OK; INT Gage 025° and Hutchinson, KS, 234° radials; Hutchinson; INT Hutchinson 061° and Topeka, KS, 236° radials; to Topeka. The airspace within Mexico is excluded.

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#### V-304 [Revised]

From Panhandle, TX, via Borger, TX; Liberal, KS; 15 miles, 79 miles 55 MSL, Lamar, CO.

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#### V-402 [Revised]

From Tucumcari, NM, via INT Tucumcari 101° and Panhandle, TX 255° radials; Panhandle; INT Panhandle 070° and Gage, OK, 215° radials; to Gage.

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#### V-440 [Revised]

From Panhandle, TX, via INT Panhandle 070° and Sayre, OK, 288° radials; Sayre; INT Sayre 104° and Will Rogers, OK, 248° radials; to Will Rogers.

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Issued in Washington, DC, on January 14, 1999.

#### Reginald C. Matthews,

*Acting Program Director for Air Traffic Airspace Management.*

[FR Doc. 99-1353 Filed 1-20-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### 14 CFR Part 201

#### Filing of Commuter Air Carrier Fitness Applications

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Final rule.

**SUMMARY:** The Department is revising 14 CFR Part 201 by changing the location within the Department for the filing of commuter air carrier fitness applications. These applications will now be filed with Department of Transportation Dockets, 400 7th Street, SW., Washington, DC 20590-0002, instead of with the Air Carrier Fitness Division of the Office of Aviation Analysis.

**DATES:** This regulation is effective on February 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Patricia L. Thomas, Chief, Air Carrier Fitness Division, Department of Transportation, 400 7th Street, SW., Washington, DC 20590. Telephone: (202) 366-9721.

**SUPPLEMENTARY INFORMATION:** The Department's regulations require that

commuter air carriers must file applications for a determination of initial fitness before receiving authority to operate. These applications are now filed with the Air Carrier Fitness Division in the Office of the Secretary. This office now maintains its own "docket" for these applications, which is available to the public.

When the decision about the filing location for commuter applications was initially adopted, processing of such applications, including maintaining a "docket" for such filings, was done by the analysts handling each application. However, over time, the workload of maintaining the public record of such cases has become more burdensome to the staff and less convenient to the public. Recently, the Department has consolidated all of the docket offices for all of its modes into one central location and has automated the process of maintaining the public dockets. Filings in DOT Dockets are now easily available to the public and staff on the Internet and are saved in unalterable form electronically, whereas public access to commuter filings in the Air Carrier Fitness Division is more difficult because of the physical location of that office within the Department's building and because such filings are only available in hard copy form. Thus, we believe that the public interest would be better served if commuter applications were filed with DOT Dockets and made part of a public docket. Applicants for commuter authority will continue to file an original and two copies of their applications and supporting information. As is the case now, commuter registration forms and amendments (OST Form 4507) and evidence of insurance coverage (OST Form 6410) will be filed directly with the Air Carrier Fitness Division.

Commuter applicants seeking confidential treatment of specific documents submitted as part of their applications should follow the procedures in 14 CFR 302.39. Information granted confidential treatment by the Department is not scanned into the automated system and is not available to the public, except as may be determined by the Department under the procedures in Rule 39.

#### Analysis of Regulatory Impacts

This rule is not a "significant regulatory action" within the meaning of Executive Order 12866. It is also not significant within the definition in DOT's Regulatory Policies and Procedures, 49 FR 11034 (1979), in part because it does not involve any change in important Departmental policies. Because the economic impact should be

minimal, further regulatory evaluation is not necessary.

Moreover, I certify that this rule will not have a significant economic impact on a substantial number of small entities, since the rule only changes the filing location. Because of the very limited procedural effect of this rule, notice and comment on this rulemaking is unnecessary.

This rule does not significantly affect the environment, and therefore an environmental impact statement is not required under the National Environmental Policy Act of 1969. It has also been reviewed under Executive Order 12612, Federalism, and it has been determined that it does not have sufficient implications for federalism to warrant preparation of a Federalism Assessment. This rule does not impose any unfunded mandates as defined by the Unfunded Mandates Reform Act of 1995. Finally, this rule does not impose any collection of information requirements requiring review under the Paperwork Reduction Act of 1995.

This rule is not subject to Congressional review provisions of 5 U.S.C. 801(a)(1) because it is limited to a change in agency procedure and practice and does not substantially affect the rights or obligations of non-agency parties. This rule only addresses the location for filing commuter air carrier fitness applications.

#### List of Subjects in 14 CFR Part 201

Air carriers, Reporting and recordkeeping requirements.

Accordingly, for the reasons set forth above, 14 CFR Part 201 is amended as follows:

#### PART 201—AIR CARRIER AUTHORITY UNDER SUBTITLE VII OF TITLE 49 OF THE UNITED STATES

1. The authority citation for part 201 continues to read as follows:

**Authority:** 5 U.S.C. 1008; 49 U.S.C. Chapters 401, 411, 413, 415, 417.

2. Paragraph (b) of section 201.1 is amended by revising the last sentence to read as follows:

##### § 201.1. Formal requirements.

\* \* \* \* \*

(b) \* \* \* An executed original plus two (2) true copies of the fitness data shall be filed with DOT Dockets, PL-401, 400 7th Street, SW., Washington, DC 20590-0002. Requests for confidential treatment of documents should be filed in accordance with the requirements of part 302 of this chapter.

Issued in Washington, DC on January 12, 1999.

**Charles A. Hunnicutt,**  
*Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 99-1275 Filed 1-20-99; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### 14 CFR Part 212

#### Filing of Airline Codesharing Agreements and Statements of Authorization for Codesharing

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Final rule.

**SUMMARY:** The Department is changing the location specified in 14 CFR Part 212 for the filing of applications for statements of authorization to operate codeshare services between U.S. and foreign air carriers, and between foreign air carriers, including the accompanying codeshare agreements between U.S. and foreign air carriers. These applications will now be filed with DOT Dockets, 400 7th Street, SW., Washington, DC 20590-0002, instead of with the Office of International Aviation.

**DATES:** This regulation is effective on February 22, 1999.

**FOR FURTHER INFORMATION CONTACT:** Terri Bingham or George Wellington, Office of the Secretary, Office of International Aviation, X-40, Department of Transportation, 400 7th Street, SW., Washington, DC 20590. Telephone: (202) 366-2390 or 366-2391.

**SUPPLEMENTARY INFORMATION:** The Department's regulations require that airlines file applications for statements of authorization to engage in defined "long-term" wet leases between U.S. and foreign air carriers, and between foreign air carriers. The rules (14 CFR 212.10) establish the detailed filing requirements for these applications. The Department has previously determined that codeshare services constitute a form of "wet lease" applications, and that, therefore, codeshare applications should be considered under the same procedural and decisional rules applicable to wet-lease operations. The Department also requires that underlying codeshare agreements and other agreements, if any, accompany the application. These applications are now filed with the Director, Office of International Aviation. This office maintains its own "docket" for these

applications, which is available to the public for review in that Office.

In his Regulatory Reinvention Initiative Memorandum of March 4, 1995, President Clinton directed Federal agencies to conduct a page-by-page review of all of their regulations and to "eliminate or revise those that are outdated or otherwise in need of reform." In response to that directive, the Department has undertaken a review of its aviation economic regulations contained in 14 CFR Chapter II to determine whether changes should be made to promote economic growth, create jobs, or eliminate unnecessary costs or other burdens on the economy. Among the regulations reviewed are those governing the filing of these applications.

When the rule about the filing location for wet leases was initially adopted, few codeshare applications were filed with the Department, and those that were filed resulted in generally limited public comments and few significant public interest issues. With the growing popularity of codeshare operations, the volume of applications has markedly increased, as has the number of comments received and the scope of the public interest issues presented. Indeed, with many of these applications, significant public interest issues are now likely to be faced by the Department, such as those relating to exclusivity arrangements between the applicant codeshare partners. These issues in turn have lengthened the review process involved, and resulted in more extensive public comment and interest. This change thereby has heightened the need for filing procedures that maximize transparency and public awareness. Public access to these codeshare filings in the Office of International Aviation is more difficult than if the filings had been made part of a public docket in DOT Dockets. Filings in DOT Dockets are also now easily available to public and staff on the internet and are saved in unalterable form electronically. We believe that the public interest would thus be better served if these filings were made to DOT Dockets and made part of a public docket. No other changes to the requirements for these filings are being made. Since this rule only involves a change of filing location, public comment on this rule would be impracticable, unnecessary, and contrary to the public interest.

#### Analysis of Regulatory Impacts

This rule is not a "significant regulatory action" within the meaning of Executive Order 12866. It is also not significant within the definition in