

Municipal Airport and within 8 miles west and 4 miles east of the 170° bearing from the Castroville NDB extending from the NDB to 16 miles south of the NDB.

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Issued in Fort Worth, TX, on January 8, 1999.

Albert L. Viselli,

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

[FR Doc. 99-1356 Filed 1-20-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASW-30]

Realignment of Federal Airways and Jet Routes; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action realigns six jet routes and eight Federal airways in the Amarillo, TX, area due to the decommissioning of the Amarillo, TX, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the commissioning of the Panhandle, TX, VORTAC which is located approximately 4.3 nautical miles (NM) southwest of the former location of the Amarillo VORTAC. Specifically, this rule realigns the affected jet routes and Federal airways from the Amarillo VORTAC to the Panhandle VORTAC. The FAA is taking this action to more effectively manage air traffic in the Amarillo, TX, area.

EFFECTIVE DATE: 0901 UTC, March 25, 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Sheri Edgett Baron, 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 August 19, 1998, the FAA proposed to amend 14 CFR part 71 to realign six jet routes and eight Federal airways located in the Amarillo, TX, area (63 FR 44413). The FAA proposed this action as a result of an FAA Airspace Study to enhance the flow of air traffic in the Amarillo, TX, area. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA.

No comments were received. Except for editorial changes, and the correction to the "Panhandle, TX, 250°" radial to the "Panhandle, TX, 255° radial" in the description for V-402, this amendment is the same as that proposed in the notice.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) realigns six jet routes and eight Federal airways. This realignment is due to the decommissioning of the Amarillo VORTAC, and the commissioning of the Panhandle VORTAC. The Panhandle VORTAC is located approximately 4.3 NM southwest of the former location of the Amarillo VORTAC. Specifically, J-6, J-14, J-17, J-26, J-58, J-78, V-12, V-81, V-114, V-140, V-280, V-304, V-402, and V-440 have been realigned from the Amarillo VORTAC to the Panhandle VORTAC.

Jet routes and VOR Federal airways are published in Sections 2004 and 6010(a), respectively, 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 jet routes and Federal airways listed in this document would 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. It, therefore—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

Paragraph 2004—Jet Routes

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J-6 [Revised]

From Salinas, CA, via INT Salinas 145° and Avenal, CA, 292° radials; Avenal; INT Avenal 119° and Palmdale, CA, 310° radials; Palmdale; Hector, CA; Needles, CA; Drake, AZ; Zuni, AZ; Albuquerque, NM; Tucumcari, NM; Panhandle, TX; Will Rogers, OK; Little Rock, AR; Bowling Green, KY; Charleston, WV; INT Charleston 076° and Martinsburg, WV, 243° radials; Martinsburg; Lancaster, PA; Broadway, NJ; Sparta, NJ; Albany, NY; to Plattsburg, NY.

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J-14 [Revised]

From Panhandle, TX; via Will Rogers, OK; Little Rock, AR; Vulcan, AL; to Atlanta, GA; INT Atlanta 087° and Spartanburg, SC, 234° radials; Spartanburg; Greensboro, NC; Richmond, VA; INT Richmond 039° and Patuxent, MD, 228° radials; to Patuxent.

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J-17 [Revised]

From San Antonio, TX; via Abilene, TX; Panhandle, TX; Tobe, CO; Pueblo, CO; Falcon, CO; Cheyenne, WY; to Rapid City, SD.

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J-26 [Revised]

From Ciudad Juarez, Mexico, via El Paso, TX; INT of El Paso 070° and Chisum, NM, 215° radials; Chisum; Panhandle, TX; Gage, OK; Wichita, KS; Kansas City, MO; Kirksville, MO; Bradford, IL; to Joliet, IL. The airspace within Mexico is excluded.

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J-58 [Revised]

From Oakland, CA, via Manteca, CA; Coaldale, NV; Wilson Creek, NV; Milford, UT; Farmington, NM; Las Vegas, NM; Panhandle, TX; Wichita Falls, TX; Ranger, TX; Alexandria, LA; Harvey, LA; INT of Grand Isle, LA, 105° and Crestview, FL, 201° radials; INT of Grand Isle 105° and Sarasota, FL, 286° radials; Sarasota; Lee County, FL; to

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.

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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