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**SUPPLEMENTARY INFORMATION:** On June 6, 2000, Airspace Docket No. 98-AAL-26 (65 FR 35822; FR Doc. 00-14044) was published for the modification and revocation of VOR and Colored Federal Airways, and Jet Routes in Alaska. Included in this rule was the amendment to the legal description of G-8 which omitted the Glenallen, AK, NDB Intersection. This action adds the Glenallen intersection to the legal description of G-8, thereby correcting this error.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the legal description for Colored Federal Airway G-8, as published in the **Federal Register** on June 6, 2000 (65 FR 35822; FR Doc. 00-14044), and incorporated by reference in 14 CFR 71.1, is corrected as follows:

#### § 71.1 [Corrected]

On page 35823, correct the legal description of the G-8, to read as follows:

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

#### G-8 [Revised]

From Shemya, AK, NDB, 20 AGL, Mount Moffet, NDB, AK; 20 AGL Dutch Harbor, AK, NDB; 20 AGL INT Dutch Harbor NDB 041° and Elfee, AK, NDB 253° bearings; 20 AGL Elfee NDB; 20 AGL Saldo, AK, NDB; INT Saldo NDB 054° and Kachemak, AK, NDB 269° bearings, to Kachemak NDB. From Campbell Lake, AK, NDB; INT Campbell Lake NDB 031° and Glenallen, AK, NDB 255° bearings; Glenallen NDB; INT Glenallen NDB 052° and Nabesna, AK, NDB 252° bearings; Nabesna NDB.

\* \* \* \* \*

Issued in Washington, DC, on January 23, 2001.

**Reginald C. Matthews,**

*Manager, Airspace and Rules Division.*

[FR Doc. 01-3642 Filed 2-12-01; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 00-AAL-07]

RIN 2120-AA66

#### Revision of VOR Federal V-480 and Jet Route J-120; AK

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

#### **ACTION:** Final Rule

**SUMMARY:** This action revises Very High Frequency Omnidirectional Range (VOR) Federal Airway 480 (V-480) and Jet Route 120 (J-120) in Alaska by adding a routinely used route segment between Mt. Moffett and St. Paul Island, AK. The FAA is revising these routes for the following reasons: The conversion of this uncharted nonregulatory route to a VOR Federal airway and jet route will add additional instrument flight rules (IFR) airway and route infrastructure in Alaska; pilots will be provided with minimum en route altitudes and minimum obstruction clearance altitudes information; to establish controlled airspace, thus eliminating some of the commercial IFR operations in uncontrolled airspace; and to improve the management of air traffic operations and thereby enhance safety. **EFFECTIVE DATE:** 0901 UTC, March 22, 2001.

**FOR FURTHER INFORMATION CONTACT:** Ken McElroy, 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 October 11, 2000, the FAA proposed to amend 14 CFR part 71 (part 71) to revise V-480 and J-120 (65 FR 60385). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received. With the exception of editorial changes, this amendment is the same as that proposed in the notice.

##### **The Rule**

The FAA is amending part 71 to revise V-480 and J-120 in Alaska. The revision to V-480 and J-120 will add a routinely used route segment between Mt. Moffett and St. Paul Island, AK. Presently, there is an uncharted nonregulatory route segment with the same routing as this airway and jet route revision. The current route is used by air carrier and general aviation aircraft. The FAA is revising these routes for the following reasons: (1) The conversion of this uncharted nonregulatory route to a VOR Federal airway and jet route will add additional IFR airway and route infrastructure in Alaska; (2) pilots would be provided with minimum en route altitudes and minimum obstruction clearance altitude information; (3) to establish controlled

airspace, thus eliminating some of the commercial IFR operations in uncontrolled airspace; and (4) to 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 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.

Jet routes are published in paragraph 2004 and Alaskan VOR Federal airways are published in paragraph 6010(b) of FAA Order 7400.9H dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The jet route and the Alaskan VOR Federal airway listed in this document will be published subsequently in the Order.

#### **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 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

*Paragraph 2004—Jet Routes*

\* \* \* \* \*

J-120 [Revised]

From Mt. Moffett, AK, NDB via St. Paul Island, AK, NDB; Bethel, AK; McGrath, AK; Fairbanks, AK; Fort Yukon, AK; to the Barter Island, AK, NDB.

\* \* \* \* \*

Paragraph 6010(b)—Alaskan VOR Federal Airways

\* \* \* \* \*

V-480 [Revised]

From Mt. Moffett, AK, NDB, 20 AGL via St. Paul Island, AK, NDB, 20 AGL, Kipnuk, AK; Bethel, AK, McGrath, AK, Nenana, AK; to Fairbanks, AK.

\* \* \* \* \*

Issued in Washington, DC, on January 23, 2001.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 01-3643 Filed 2-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30231; Amdt. No. 427]

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 route 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, March 22, 2001.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Program 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 February 5, 2001.

L. Nicholas Lacey,

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.

2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 427 effective March 22, 2001]

From	To	MEA
<b>Color Routes</b>		
<b>§ 95.4 Green Federal Airway 8 is Amended to Read in Part</b>		
Campbell Lake, AK NDB .....	Glennallen, AK NDB .....	10200
<b>Victor Routes-U.S.</b>		
<b>§ 95.6221 VOR Federal Airway 221 is Amended by Adding</b>		
Bible Grove, IL VORTAC .....	Hoosier, in VORTAC .....	3000