

WV, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the RHODE Intersection. Specifically, the FAA is realigning J-147 from the Beckley, WV, VORTAC to the Greenbrier, WV, VORTAC, then to the RHODE Intersection. The FAA is taking this action because the current radial from the Beckley VORTAC to the RHODE Intersection is unusable for navigation. This change will restore use of J-147 and enhance the management of air traffic in the affected area.

EFFECTIVE DATE: 0901 UTC, September 4, 2003.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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

Aircraft navigating on J-147 currently use the 076° radial of the Beckley, WV, VORTAC for the route segment between Beckley VORTAC and the RHODE Intersection. A flight inspection has revealed that the 076° radial has become unusable for navigation. The FAA issued a Notice to Airmen informing aviation users that this segment of J-147 is unusable. The FAA is realigning J-147 in order to by-pass the unusable radial and restore the route to service.

The Rule

This action amends 14 CFR part 71 by revising a segment of J-147 between the Beckley VORTAC and the RHODE Intersection. Due to limitations of the Beckley VORTAC, the radial between Beckley and RHODE Intersection is unusable for navigation. Specifically, this action realigns J-147 from Beckley, WV, VORTAC to Greenbrier, WV, VORTAC, then to RHODE Intersection. This alignment will bypass the unusable Beckley radials and permit restoration of the full length of J-147 for navigation. This action will enhance the management of air traffic in the affected area. A satisfactory flight inspection of the realigned route segment has been completed.

Section 553(b) permits the agency to forego notice and comment rulemaking when the agency finds that such notice would be impracticable, unnecessary, or contrary to the public interest. 5 U.S.C. 553(b). In this instance, the full length of J-147 is currently unusable, thus adopting this change by final rule restores J-147 to use in its entirety. This enhances safety and the management of

the airspace system. Thus notice and comment in this instance is contrary to the public interest.

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 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.

Jet routes are published in paragraph 2004 of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The jet route 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).

The Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 FAA Order 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

Paragraph 2004 Jet Routes
* * * * *

J-147 [Revised]

From Beckley, WV; Greenbrier, WV; INT Greenbrier 064° and Casanova, VA, 253° radials; Casanova.

* * * * *

Issued in Washington, DC, on July 2, 2003.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 03-17362 Filed 7-8-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-15492; Airspace Docket No. 03-ANE-102]

RIN 2120-AA66

Minor Revision of the Legal Description of VOR Federal Airway V-167 in the Vicinity of Hyannis, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action makes a minor amendment to the legal description of Very High Frequency Omnidirectional Range (VOR) Federal Airway V-167. This change is necessary due to a slight realignment of the PEAKE Intersection, which is a fix located on the segment of V-167 that extends between the Providence, RI, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) facility and the Marconi, MA, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) facility. The realignment of the PEAKE Intersection requires a one degree change in the Marconi VOR/DME radial that forms the PEAKE Intersection. This amendment enhances system efficiency and safety.

EFFECTIVE DATE: 0901 UTC, September 4, 2003.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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

The PEAKE Intersection is a navigation fix located along the segment of V-167 that extends between the Providence VORTAC and the Marconi VOR/DME. PEAKE also serves as the initial approach fix for the instrument landing system (ILS) approach to Runway 24 at the Vineyard Haven Airport, Martha's Vineyard, MA. The PEAKE Intersection has been moved slightly in order to place the fix directly on the straight-in ILS course to the

Vineyard Haven Airport. As a result of this move, the Marconi VOR/DME radial that is used to form the PEAKE Intersection must be shifted by one degree, from 211° to 212°.

The Rule

This action amends Title 14 CFR part 71 (part 71) by making a minor change in the legal description of VOR Federal Airway V-167. The PEAKE Intersection has been moved slightly in order to align the fix with the centerline of the ILS final approach course to Runway 24 at the Vineyard Haven Airport, MA. Due to this move, the Marconi VOR/DME radial that is used to form the PEAKE Intersection must be shifted by one degree, from 211° to 212°. This minor amendment ensures that the PEAKE Intersection remains properly aligned with the affected segment of V-167, and enhances the efficiency and safety of aircraft operations in the area.

Section 553(b) permits an agency for good cause to forego notice and comment rulemaking when such action is impracticable, unnecessary, or contrary to the public interest. Since this action merely involves a minor editorial change in the legal description of one Federal airway, which is necessary for system efficiency and safety, and does not involve a change in the dimensions or operating requirements of that airspace, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9K, dated August 30, 2002, and effective September 16, 2002, which is incorporated by reference in 14 CFR 71.1. The 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, B, C, D, AND E, AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR 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 7400.9K, Airspace Designations and Reporting Points, dated August 30, 2002, and effective September 16, 2002, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways

* * * * *

V-167 [Revised]

From Hancock, NY; INT Hancock 117° and Kingston, NY, 270° radials; Kingston; INT Kingston 095° and Hartford, CT, 269° radials; Hartford; Providence, RI; INT Providence 101° and Marconi, MA, 212° radials; Marconi; INT Marconi 346° and Kennebunk, ME, 161° radials; to Kennebunk. The airspace outside the United States below 2,000 feet MSL, including the portion within Warning Area W-103, is excluded.

* * * * *

Issued in Washington, DC, on July 2, 2003.

Reginald C. Matthews,

Manager, Airspace and Rules Division.

[FR Doc. 03-17363 Filed 7-8-03; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA 2002-13849; Airspace Docket No. 02-ASO-24]

RIN 2120-AA66

Revision of VOR Federal Airways in the Vicinity of Tuscaloosa, AL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the legal descriptions of four Very High Frequency Omnidirectional Range (VOR) Federal airways that include the Tuscaloosa, AL, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) facility in their route structures. Currently, the Tuscaloosa VORTAC and the Tuscaloosa Municipal Airport share the same name and location identifier. The fact that the VORTAC and the airport are not co-located has led to confusion among users. To eliminate this confusion, the Tuscaloosa VORTAC will be renamed "Crimson VORTAC," and will be assigned a new location identifier "LDK." This rule revises the descriptions of VOR Federal Airways V-18, V-66, V-245, and V-417 to reflect the name change of the VORTAC.

EFFECTIVE DATE: 0901 UTC, September 4, 2003.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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

The Tuscaloosa VORTAC is located 4.4 nautical miles northeast of the Tuscaloosa Municipal Airport, Tuscaloosa, AL. The airport and the VORTAC currently share the same name and three-letter location identifier (*i.e.*, TCL). The FAA's policy regarding the naming of navigation aids (NAVAID) states that a "NAVAID with the same name as the associated airport should be located on that airport. When the retention of the airport name at an off-airport NAVAID could lead to a potentially confusing situation, the NAVAID name should be changed." There have been instances where the shared name/location identifier at Tuscaloosa has resulted in confusion in pilot/air traffic controller communications. Since the airport and the VORTAC are both located in an area lacking air traffic control radar coverage at low altitudes, confusion over aircraft clearance limits and/or routing could lead to a situation that would compromise aviation safety. To eliminate future confusion and enhance safety, the FAA has determined that the Tuscaloosa VORTAC name and identifier should be changed.

The Rule

This action amends 14 CFR part 71 by revising the legal descriptions of VOR Federal Airways V-18, V-66, V-245,