

VORTAC to eliminate confusion in describing the navigation aid and the airport. This action will have no impact on the users of the airspace. This rule will become effective on the date specified in the **DATES** section. Since this action is technical in nature and does not change the airspace design and, therefore, has no impact on the users of the airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Designations for Class E Airspace Areas Designated as an Extension are published in FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies the Class E airspace description at Tallahassee, FL, to reflect the name change of the Tallahassee VORTAC to Seminole VORTAC.

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. 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.

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; EO 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 Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6003 Class E Airspace Areas Designated as an Extension.

* * * * *

ASO FL E3 Tallahassee, FL [Revised]

Tallahassee Regional Airport, FL
(Lat. 30°23'47"N, long. 84°21'01"W)
Seminole VORTAC
(Lat. 30°33'22"N, long. 84°22'26"W)

That airspace extending upward from the surface within 1.3 miles each side of the Seminole VORTAC 175 radial extending from a 5-mile radius of the Tallahassee Regional Airport to 2 miles south of the VORTAC.

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Issued in College Park, Georgia, on July 15, 1998.

Nancy B. Shelton,

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

[FR Doc. 98–20356 Filed 7–29–98; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98–ASW–40]

RIN 2120–AA66

Realignment of VOR Federal Airway 369; TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action realigns Federal Airway 369 (V–369) located in the Dallas/Fort Worth, TX, area. Due to the decommissioning of the Dallas/Fort Worth Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC), V–369 will be realigned to the newly commissioned Maverick Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME), which is located .66 miles west of the former Dallas/Fort Worth VORTAC. The FAA is taking this action to improve the management of air traffic operations in the vicinity of the Dallas/Fort Worth area.

DATES: Effective 0901 UTC, October 8, 1998.

Comment date: Comments for inclusion in the Rules Docket must be received on or before August 31, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Division, ASW–500, Docket No. 98–ASW–40, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, TX 76193–0500.

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, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, TX 76193–0500.

FOR FURTHER INFORMATION CONTACT: Bil Nelson, 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:

The Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule.

Due to the decommissioning of the Dallas/Fort Worth VORTAC and the commissioning of the Maverick VOR/DME there is a need to realign V–369 to the Maverick VOR/DME. Realigning V–369 does not alter the airway track significantly and will benefit users of the airway. Since previous rulemaking actions similar to this one have not been controversial, the FAA does not anticipate any adverse comments on this regulatory effort. Therefore, unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the **Federal Register** indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the **Federal Register**, and

a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the specified closing date for comments will be considered, and this rule may be amended or withdrawn in light of comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-ASW-40." The postcard will be date stamped and returned to the commenter.

The Rule

This amendment to 14 CFR part 71 realigns V-369 located in the Dallas/Fort Worth area. Due to the decommissioning of the Dallas/Fort Worth VORTAC, V-369 is being realigned to the newly commissioned Maverick VOR/DME, which is located .66 nautical miles west of the former Dallas/Fort Worth VORTAC. Realigning V-369 will ensure that air traffic operations are not interrupted by virtue of the decommissioning of the Dallas/Fort Worth VORTAC and the commissioning of the Maverick VOR/DME. The effective date of this direct final rule will coincide with the effective date of the commissioning of the Maverick VOR/DME. The FAA is taking this action to improve the

management of air traffic operations in the vicinity of Dallas/Fort Worth area.

Domestic VOR Federal Airways are published in paragraph 6010(a) of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The airways listed in this document will be published subsequently in the Order.

Agency Findings

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is not controversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that 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, positive or negative, 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).

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 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

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V-369 [Revised]

From Navasota, TX; Groesbeck, TX; to Maverick, TX.

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Issued in Washington, DC, on July 23, 1998.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 98-20346 Filed 7-29-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-ANM-15]

RIN 2120-AA66

Modification of VOR Federal Airway V-465

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Very High Frequency Omnidirectional Range (VOR) Federal Airway V-465 (V-465) by lowering the floor of a portion of the airway from 12,400 mean sea level (MSL) to 1,200 feet above the surface. This action also establishes a new segment of V-465 between Billings, Montana (MT), and Miles City, MT. The FAA is taking this action to support an instrument approach procedure into the Jackson Hole Airport, Wyoming (WY), and enhance the management of air traffic operations in the Jackson Hole, WY, area.

EFFECTIVE DATE: 0901 UTC October 8, 1998.

FOR FURTHER INFORMATION CONTACT: Joseph 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:

History

On December 15, 1997, the FAA proposed to amend 14 CFR part 71 (part 71) to modify a portion of V-465 (62 FR 65631). Interested parties were invited