

Lockheed Service Bulletin 093-53-264, dated October 4, 1991. At the operator's option, the internal inspection required by paragraph (d) below may be used in lieu of the external inspection.

(b) If cracks that extend into the main frame caps are found during the inspection performed in accordance with paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate.

(c) Within 60 days after December 18, 1991, perform an internal visual and eddy current inspection of the FS 983 main frame cap and web in accordance with paragraph B. of the Accomplishment Instructions of Lockheed Service Bulletin 093-53-264, dated October 4, 1991.

(d) If cracks in the following locations are found during the inspection required by paragraph (c) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, Atlanta ACO.

(1) Any crack extending into the main frame caps.

(2) Any crack extending into the web-to-cap radius.

(3) Any crack extending into a web area outside the shaded area shown in Figure 1, Sheet 3, of Lockheed Service Bulletin 093-53-264, dated October 4, 1991.

(4) More than 1 crack within the main frame web area shown in Figure 1, Sheet 3, of Lockheed Service Bulletin 093-53-264, dated October 4, 1991.

(e) If, during the inspection required by paragraph (c) of this AD, a single crack is found that is completely contained within the main frame web area shown in Figure 1, Sheet 3, of Lockheed Service Bulletin 093-53-264, dated October 4, 1991: Prior to further flight, treat the cracked section of the web with corrosion inhibitor in accordance with the service bulletin. Thereafter, repeat the inspections at intervals not to exceed 90 days, using the internal inspection procedure required by paragraph (c) of this AD.

#### New Requirements of This AD

(f) Within 18 months after the effective date of this AD, review the airplane maintenance records to determine if a crack within the main frame web area has been detected previously, and if repair of any such crack was deferred in accordance with paragraph (e) of AD 91-21-51, amendment 39-8099. For any crack for which repair has been deferred, prior to further flight, repair the crack in accordance with Lockheed Tristar L-1011 Service Bulletin 093-53-266, dated March 2, 1992; as revised by Change Notification CN1, dated July 10, 1992. Accomplishment of such repair constitutes terminating action for the repetitive inspections required by paragraph (e) of this AD.

**Note 2:** Lockheed Tristar L-1011 Service Bulletin 093-53-266, dated March 2, 1992; as revised by Change Notification CN1, dated July 10, 1992; references Lockheed Drawings LCC-7622-325, LCC-7622-326, and LCC-7622-327, as additional sources of service information to accomplish repairs.

(g)(1) An alternative method of compliance or adjustment of the compliance time that

provides an acceptable level of safety may be used if approved by the Manager, Atlanta ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

(g)(2) Alternative methods of compliance, approved previously in accordance with AD 91-21-51, amendment 39-8099, are approved as alternative methods of compliance with the inspection requirements of paragraphs (a) and (c) of this AD, and the repair/modification requirements of paragraphs (b) and (d) of this AD.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(h) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on August 12, 1998.

**John J. Hickey,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-ASW-30]

#### Proposed Realignment of Federal Airways and Jet Routes; TX

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This document proposes to realign six jet routes and eight Federal airways in the Amarillo, TX, area. The FAA is proposing this action 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 will be located approximately 4.3 nautical miles (NM) to the southwest of the present location of the Amarillo VORTAC. This proposal would realign 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.

**DATES:** Comments must be received on or before October 2, 1998.

**ADDRESSES:** Send comments on this proposal in triplicate to: Manager, Air

Traffic Division, ASW-500, Docket No. 98-ASW-30, Federal Aviation Administration, 2601 Meacham Blvd; 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 Blvd; Fort Worth, TX 76193-0500.

**FOR FURTHER INFORMATION CONTACT:** 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:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-ASW-30." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM)

by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should call the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

### Background

As part of a plan to more effectively manage air traffic in the Amarillo, TX, area, the Amarillo VORTAC will be decommissioned and the Panhandle VORTAC will be commissioned. This proposal would realign several jet routes and Federal airways previously aligned with the Amarillo VORTAC to the new Panhandle VORTAC.

### The Proposal

The FAA is proposing an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to realign six jet routes and eight Federal airways due to the decommissioning of the Amarillo VORTAC, and the commissioning of the Panhandle VORTAC. The Panhandle VORTAC will be located approximately 4.3 NM southwest of the present 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 would be realigned from the Amarillo VORTAC to the Panhandle VORTAC. The FAA is taking this action based on the results of an FAA Airspace Study to enhance the flow of air traffic in the Amarillo, TX, area.

Jet routes and VOR Federal airways are published in Sections 2004 and 6010(a), respectively, 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 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).

### The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 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 250°T(241°M) radials; Panhandle; INT Panhandle 070°T(061°M) and Gage, OK, 215° radials; to Gage.

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#### V-440 [Revised]

From Panhandle, TX, via INT Panhandle 070°T(061°M) 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 August 12, 1998.

**John S. Walker,**

*Program Director for Air Traffic Airspace Management.*

[FR Doc. 98-22257 Filed 8-18-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 23 CFR Part 1331

[Docket No. NHTSA-98-3945]

RIN 2127-AG91

### State-Issued Driver's Licenses and Comparable Identification Documents

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of proposed rulemaking; reopening of comment period.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) published a notice of proposed rulemaking (NPRM) on June 17, 1998, in which the agency proposed regulations to implement section 656(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996—State Issued Driver's Licenses and Comparable Identification Documents. The comment period for the NPRM closed on August 3, 1998. In response to requests for an extension of the comment period, NHTSA is reopening the comment period and extending it until October 2, 1998.

**DATES:** Comments must be received by October 2, 1998.

**ADDRESSES:** Written comments should refer to the docket number and the number of this notice, and be submitted (preferably two copies) to: Docket Management, Room PL-401, National Highway Traffic Safety Administration, Nassif Building, 400 Seventh Street, SW, Washington, DC 20590. (Docket hours are Monday–Friday, 10 a.m. to 5 p.m., excluding Federal holidays.)

**FOR FURTHER INFORMATION CONTACT:** Mr. William Holden, Chief, Driver Register and Traffic Records Division, NTS-32, NHTSA, 400 Seventh Street, SW, Washington, DC 20590; telephone (202) 366-4800, or Ms. Heidi L. Coleman, Assistant Chief Counsel for General Law, NCC-30, NHTSA, 400 Seventh Street, SW, Washington, DC 20590; telephone (202) 366-1834.

**SUPPLEMENTARY INFORMATION:** On September 30, 1996, the Omnibus Consolidated Appropriations Act for Fiscal Year 1997, P.L. 104-208, was signed into law. Included in the Omnibus Act were the provisions of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (hereinafter, the "Immigration Reform Act"). Section 656(b) of the Act, entitled State-Issued Driver's Licenses and Comparable Identification Documents, provides that, after October 1, 2000,

Federal agencies may not accept as proof of identity driver's licenses or other comparable identification documents, issued by a State, unless the driver's license or identification document conforms to certain requirements.

Section 656(b) establishes three requirements that State issued driver's licenses or other comparable identification documents must meet to be acceptable to Federal agencies as proof of identity. The requirements concern the application process for driver's licenses and identification documents, the form of driver's licenses and identification documents (including security features) and the use of social security numbers on driver's licenses and identification documents. On June 17, 1998 (63 FR 33220), the agency published a proposed rule to implement these statutory requirements. Interested persons were invited to provide comments on the proposed rule on or before August 3, 1998.

Since that time it has come to the agency's attention that there is considerable public interest in the proposed regulations. NHTSA has received numerous requests from interested individuals for an extension of the comment period in order to have sufficient time to review the proposal and prepare comments.

In addition, on July 29, 1998, concerns regarding the agency's proposed rule were expressed in the U.S. House of Representatives by Congressman Barr of Georgia; Congressman Smith of Texas, Chairman of the Subcommittee on Immigration and Claims; and Congressman Paul of Texas. To address these concerns, Congressman Wolf of Virginia, Chairman of the Transportation Subcommittee of the House Committee on Appropriations, suggested that a meeting take place with NHTSA officials. Congressional Record, July 29, 1998, H6736-7.

A meeting was held on August 4, 1998, in the Office of the Transportation Subcommittee of the House Committee on Appropriations. Congressman Barr, Chairman Smith and Congressman Paul, Congressional staff members and NHTSA representatives attended the meeting. At the meeting, the agency was asked to consider reopening the comment period for this rulemaking action, to permit all interested parties to have sufficient time to consider the agency's proposal and to provide their written comments.

After considering these requests, NHTSA has concluded that it is in the public interest to allow additional time for comments. Accordingly, the agency