

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; 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-19 [Revised]

From Newman, TX, via INT Newman 286° and Truth or Consequences, NM, 159° radials; Truth or Consequences; INT Truth or Consequences 028° and Socorro, NM, 189° radials; Socorro; Albuquerque, NM; INT Albuquerque 036° and Santa Fe, NM, 245° radials; Santa Fe; Las Vegas, NM; Cimarron, NM; Pueblo, CO; Black Forest, CO; INT Black Forest 036°T(023°M) and Gill, CO, 149° radials; Gill; Cheyenne, WY; Muddy Mountain, WY; 5 miles, 45 miles 71 MSL, Crazy Woman, WY; Sheridan, WY; Billings, MT; 38 miles 72 MSL, INT Billings 347° and Lewistown, MT, 104° radials; Lewistown; INT Lewistown 322° and Havre, MT, 226° radials; to Havre.

\* \* \* \* \*

#### V-81 [Revised]

From Chihuahua, Mexico, via Marfa, TX; Fort Stockton, TX; Midland, TX; Lubbock, TX; Plainview, TX; Amarillo, 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-83 [Revised]

From Carlsbad, NM, via Chisum, NM; 40 miles 85 MSL Corona, NM; Otto, NM; Santa Fe, NM; Taos, NM; Alamosa, CO; INT Alamosa 074° and Pueblo, CO, 191° radials; Pueblo; INT Pueblo 002° and Black Forest, CO, 153°T(140°M) radials; to Black Forest.

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#### V-108 [Revised]

From Santa Rosa, CA, via Scaggs Island, CA; INT Scaggs Island 131° and Concord, CA, 276° radials; 7 miles wide (4 miles N. and 3 miles S. of centerline), Concord; Linden, CA. From Meeker, CO; via Red Table, CO; Black Forest, CO; 74 miles, 65 MSL, Goodland, KS; Hill City, KS.

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Issued in Washington, DC, on December 2, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Airspace Docket No. 97-AEA-38]

RIN 2120-AA66

#### Name Change for Restricted Area 4007A (R-4007A); Patuxent River, MD

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the name of Restricted Area R-4007A, Patuxent River, MD, to R-4007, by deleting the "A" suffix. This action is necessary because the former "B" area subdivision no longer exists and there is no requirement for further subdivision of the restricted area. This action simplifies the name of the restricted area to eliminate confusion.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**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) 267-9361.

#### SUPPLEMENTARY INFORMATION:

##### Background

On September 7, 1978, the FAA redesignated Restricted Area R-4007 as R-4007A, and temporarily established a new restricted area, R-4007B, directly above it which extended up to 17,000 feet mean sea level (MSL) (43 FR 28813). The purpose of R-4007B was to provide additional airspace to accommodate F-18 development testing. The R-4007B designation expired on January 1, 1983. However, R-4007A was not renumbered at that time due to the possibility of future rulemaking action to re-establish the "B" area to contain other flight test projects.

Based on forecast requirements at the Patuxent River test facility, the U.S. Navy determined that there is no future need for R-4007B. Consequently, the U.S. Navy requested that R-4007A be redesignated R-4007.

##### The Rule

This amendment to 14 CFR part 73 (part 73) changes the designation of Restricted Area R-4007A, Patuxent River, MD, to R-4007, Patuxent River, MD. There are no changes to the boundaries, altitudes, time of designation, or activities conducted within the restricted area.

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 action simply changes the name of restricted area

R-4007A, and does not involve a change in the dimensions or operating requirements of that airspace, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

##### Environmental Review

This action is a minor administrative change amending the name of an existing restricted area. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts,"

and the National Environmental Policy Act of 1969.

#### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

#### PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

#### § 73.40 [Amended]

2. Section 73.40 is amended as follows:

\* \* \* \* \*

#### R-4007A Patuxent River, MD [Removed]

#### R-4007 Patuxent River, MD [New]

**Boundaries.** Beginning at lat. 38°21'00" N., long. 76°13'59" W.; to lat. 38°11'10" N., long. 76°25'09" W.; to lat. 38°05'10" N., long. 76°34'04" W.; to lat. 38°15'00" N., long. 76°36'34" W.; to lat. 38°17'25" N., long. 76°32'59" W.; to lat. 38°25'40" N., long. 76°23'34" W.; to the point of beginning.

**Designated Altitudes:** Surface to but not including 5,000 feet MSL.

**Time of designation:** 0700–2300 local time, daily; other times as specified by NOTAM.

**Controlling agency:** FAA, Washington ARTCC. Using agency. Commanding Officer, NAS Patuxent River, MD.

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Issued in Washington, DC, on December 2, 1997.

**Reginald C. Matthews,**

*Acting Program Director for Air Traffic Airspace Management.*

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 73

[Airspace Docket No. 97–ASO–24]

RIN 2120–AA66

#### Change Controlling Agency for Restricted Area R-5301, Albemarle Sound, NC; and Restricted Areas R-5302A, R-5302B, and R-5302C, Harvey Point, NC

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

**ACTION:** Final rule.

**SUMMARY:** This action changes the designated controlling agency for Restricted Areas R-5301, R-5302A, R-5302B, and R-5302C from “Norfolk Airport Traffic Control Tower (ATCT)” to “Washington Air Route Traffic Control Center (ARTCC).” This action is being taken due to the improved radar coverage at Washington ARTCC in the vicinity of these restricted areas.

**EFFECTIVE DATE:** 0901 UTC, February 26, 1998.

**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

Due to the addition of the Oceana long-range system, Washington ARTCC now has improved radar coverage in the vicinity of Restricted Areas R-5301, R-5302A, R-5302B, and R-5302C. Consequently, Washington ARTCC has better capabilities for performing the function of controlling agency for those areas.

##### The Rule

This amendment to 14 CFR part 73 changes the designated controlling agency for R-5301, Albemarle Sound, NC, and R-5302A, R-5302B, and R-5302C, Harvey Point, NC, from “FAA, Norfolk ATCT, Norfolk, VA,” to “FAA, Washington ARTCC.” There are no changes to the boundaries, altitudes, time of designation, or activities conducted within the restricted areas.

Since this action simply changes the controlling agency for the existing restricted areas, and does not involve a change in the dimensions or operating requirements of the restricted areas, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Section 73.53 of part 73 was republished in FAA Order 7400.8E, dated November 7, 1997.

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.

#### Environmental Review

This action is a minor administrative change amending the published designation of the controlling agency for existing Restricted Areas R-5301, R-5302A, R-5302B, and R-5302C. There are no changes to air traffic control procedures or routes as a result of this action. Therefore, this action is not subject to environmental assessments and procedures under FAA Order 1050.1D, “Policies and Procedures for Considering Environmental Impacts,” and the National Environmental Policy Act of 1969.

#### List of Subjects in 14 CFR Part 73

Airspace, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

#### PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 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.

#### § 73.53 [Amended]

2. § 73.53 is amended as follows:

#### R-5301 Albemarle Sound, NC [Amended]

By removing the words “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA,” and substituting the words “Controlling agency. FAA, Washington ARTCC.”

#### R-5302A Harvey Point, NC [Amended]

By removing the words “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA,” and substituting the words “Controlling agency. FAA, Washington ARTCC.”

#### R-5302B Harvey Point, NC [Amended]

By removing the words “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA,” and substituting the words “Controlling agency. FAA, Washington ARTCC.”

#### R-5302C Harvey Point, NC [Amended]

By removing the words “Controlling agency. FAA, Norfolk ATCT, Norfolk, VA,” and substituting the words “Controlling agency. FAA, Washington ARTCC.”

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