

the proposed NDB Rwy 31 SIAP at Glencoe Municipal Airport by creating controlled airspace at the airport. The area will be depicted on appropriate aeronautical charts.

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.

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 95665, 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 7400.9F, Airspace Designation and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

* * * * *

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AGL MN E5 Glencoe, MN [New]

Glencoe Municipal Airport, MN
(Lat. 44°45'22" N, long. 94°04'52" W)
Glencoe NDB

(Lat. 44°45'39" N, long. 94°05'09" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Glencoe Municipal Airport and

within 2.5 miles each side of the Glencoe NDB 136° bearing, extending from the 6.3-mile radius to 7.0 miles southeast of the airport.

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Issued in Des Plaines, Illinois on March 16, 1999.

John A Clayborn,

Acting Manager, Air Traffic Division.

[FR Doc. 99-7447 Filed 3-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AEA-29]

RIN 2120-AA66

Modification of Jet Route J-42

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action modifies a segment of Jet Route J-42 between the Robbinsville, NJ, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) station, and the Hartford, CT, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). The FAA is taking this action as a result of a recent flight inspection that found one of the radials used to form a segment of J-42, in the vicinity of Robbinsville, NJ, unusable for navigation. This action will enhance air traffic control service and allow for better utilization of the airspace. In addition, this action corrects the spelling of name of the Putnam, CT, VOR/DME in the legal description of J-42.

DATES: Effective 0901 UTC, May 20, 1999.

Comments for inclusion in the Rules Docket must be received on or before May 10, 1999.

ADDRESSES: Send comments on the rule in triplicate to: Manager, Air Traffic Division, AEA-500, Docket No. 97-AEA-29, Federal Aviation Administration, JFK International Airport, Fitzgerald Federal Building, Jamaica, NY 11430. Comments may be also sent electronically to the following Internet address: 9-Direct Rule-Comments@faa.dot.gov. Comments delivered must be marked Airspace Docket No. 97-AEA-29.

The official docket may be examined in the Rules Docket, Office of the Chief Counsel, Room 916G, 800 Independence Avenue, SW., Washington, DC,

weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

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:

The Rule

The FAA is amending 14 CFR part 71 to modify that segment of J-42 between the Robbinsville, NJ, VORTAC, and the Hartford, CT, VOR/DME. Currently, the affected section of J-42 extends from the Robbinsville VORTAC to the La Guardia, NY VOR/DME, thence via the La Guardia VOR/DME 042°(T) radial to intercept the Hartford VOR/DME 236°(T) radial. An FAA flight inspection has found that the La Guardia 042° radial is unusable for navigation and, therefore, the route must be realigned. This amendment realigns that segment of J-42 by deleting the La Guardia VOR/DME from the route description and substituting a radial from the Robbinsville VORTAC. As amended, the affected segment of J-42 extends from the Robbinsville VORTAC, thence via the intersection of the Robbinsville VORTAC 049°(M), 039°(T), and the Hartford VOR/DME 236°(T) radials, to Hartford. This action restores that segment of J-42 for use in navigation and allows for more efficient utilization of that airspace. In addition, this action corrects the spelling of name of the Putnam, CT, VOR/DME as contained in the legal description for J-42 in FAA Order 7400.9F, “Airspace Designations and Reporting Points.”

Incorporation by Reference

Jet route designations are published in paragraph 2004 of FAA Order 7400.9F, dated September 10, 1998, and effective September 16, 1998, which is incorporated by reference in 14 CFR 71.1. The jet route designation listed in this document will be published subsequently in the Order.

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. An FAA flight inspection found that the La Guardia, NY, VOR/DME 042° radial, which currently forms a segment of J-42, is out of tolerance, thus rendering that segment of J-42 unusable for navigation. As a satisfactory radial based on the La Guardia VOR/DME was unavailable, the FAA decided to substitute a radial based on the

Robbinsville VORTAC to describe that segment of J-42. The new Robbinsville radial was found to be satisfactory by a flight inspection conducted on January 22, 1999. 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 direct 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 an adverse or negative 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 direct 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 may 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, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. 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. 97-AEA-29." The postcard will be date stamped and returned to the commenter.

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 noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments 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) as the anticipated impact of this proposal is minimal, preparation of a Regulatory Evaluation is not necessary.

Since this is a routine matter that will only affect air traffic procedures and air navigation, the FAA certifies that this proposed 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

Accordingly, 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 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. Amend paragraph 2004 of the Federal Aviation Administration Order 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998,

which is incorporated by reference in 14 CFR 71.1, as follows:

Paragraph 2004—Jet Routes

* * * * *

J-42 [Revised]

From Delicias, Mexico, via Fort Stockton, TX; Abilene, TX; Ranger, TX; Texarkana, AR; Memphis, TN; Nashville, TN; Beckley, WV; Montebello, VA; Gordonsville, VA; Nottingham, MD; INT Nottingham 061° and Woodstown, NJ, 225° radials; Woodstown; Robbinsville, NJ; INT Robbinsville 039° and Hartford, CT, 236° radials; Hartford; Putnam, CT; Boston, MA. The portion of this route outside of the United States is excluded.

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Issued in Washington, DC, on March 19, 1999.

Reginald C. Matthews,

Acting Program Director for Air Traffic Airspace Management.

[FR Doc. 99-7469 Filed 3-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Airspace Docket No. 98-ANM-23]

RIN 2120-AA66

Revocation of Restricted Area R-5704 Hermiston, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes Restricted Area R-5704 Hermiston, OR. The ammunition demilitarization operation at the Umatilla Chemical Depot has been terminated as a result of the Department of Defense Base Realignment and Closure (BRAC) 1989 initiatives. Therefore, the restricted airspace is no longer required for the US Army mission.

EFFECTIVE DATE: 0901 UTC, May 20, 1999.

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.

SUPPLEMENTAL INFORMATION:

The Rule

This amendment to 14 CFR part 73 revokes Restricted Area R-5704, Hermiston, OR. The ammunition demilitarization at the Umatilla Chemical Depot has been terminated as a result of the Department of Defense