

Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates will be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### The Proposal

The FAA proposes an amendment to 14 CFR part 71 to establish Class E airspace extending upward from 700 feet above the surface within a 6-mile radius of Matinicus Island Airport, Matinicus Island, ME, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for IFR operations at the airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

### Regulatory Notices and Analyses

The FAA has determined that this proposed 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 proposed 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.

### Environmental Review

This proposal would be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” prior to any FAA final regulatory action.

### 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, 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(f), 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 JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

#### **ANE ME E5 Matinicus Island, ME [New]**

Matinicus Island Airport, ME  
(Lat 43°52'17" N, long 68°53'37" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Matinicus Island Airport, ME

\* \* \* \* \*

Issued in College Park, Georgia, on June 10, 2024.

**Patrick Young,**

*Manager, Airspace & Procedures Team South, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2024–13035 Filed 6–13–24; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**[Docket No. FAA–2024–1707; Airspace Docket No. 24–ASW–4]**

**RIN 2120–AA66**

#### **Amendment of VOR Federal Airways V–68, V–76, V–212, V–222, and V–558, and United States Area Navigation Routes T–220 in the Vicinity of Industry, TX**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Very High Frequency

Omnidirectional Range (VOR) Federal Airways V–68, V–76, V–212, V–222, and V–558, and United States Area Navigation (RNAV) Route T–220. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Industry, TX (IDU), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The Industry VOR is being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) Program.

**DATES:** Comments must be received on or before July 29, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2024–1707 and Airspace Docket No. 24–ASW–4 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

#### **SUPPLEMENTARY INFORMATION:**

#### **Authority for This Rulemaking**

The FAA’s authority to issue rules regarding aviation safety is found in

Title 49 of the United States Code, Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would modify the National Airspace System (NAS) as necessary to preserve the safe and efficient flow of air traffic.

### Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

### Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking

documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

### Incorporation by Reference

VOR Federal Airways are published in paragraph 6010(a) and United States Area Navigation Routes (T-routes) are published in paragraph 6011 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### Background

The FAA is planning to decommission the Industry, TX, VOR in February 2025. The Industry VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Industry, TX, VORTAC is planned for decommissioning, the co-located Tactical Air Navigation (TACAN) portion of the NAVAID, which includes Distance Measuring Equipment (DME), would be retained to provide navigational service for military aircraft operations. The DME service would support current and future NextGen PBN flight procedure requirements.

The Air Traffic Service (ATS) routes affected by the Industry VOR decommissioning are VOR Federal

Airways V-68, V-76, V-212, V-222, and V-558, and RNAV Route T-220. With the planned decommissioning of the Industry VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected airways. As such, proposed modifications to V-222 would result in the existing gap in the airway being increased; to V-68, V-76, V-212, and V-558 would result in the airways being shortened; and to T-220 would result in the Industry VORTAC route point being replaced by a Waypoint (WP) and the route being extended westward.

To address the proposed modifications to the affected VOR Federal airways, instrument flight rules (IFR) traffic could use portions of adjacent VOR Federal Airways V-17 and V-574 or request and receive air traffic control (ATC) radar vectors to fly through the affected area. IFR pilots operating aircraft equipped with RNAV capabilities could use RNAV Routes T-220 and T-466 or navigate point-to-point using the existing Fixes and WPs that will remain in place to support continued operations though the affected area. Visual flight rules pilots who elect to navigate via the affected airways could also take advantage of the adjacent VOR Federal airways or ATC services listed previously.

To further mitigate the proposed modifications to the affected VOR Federal airways, the FAA also proposes to modify RNAV Route T-220 by replacing the Industry VORTAC route point with the MNURE, TX, WP and extending the route westward to MARCS, TX, Fix. The extended T-route would provide pilots with RNAV equipped aircraft a route alternative through the affected area, reduce ATC sector workload and complexity, reduce pilot-to-controller communication, and support the FAA's continued NextGen efforts to modernize the NAS from a ground-based system to a satellite-based system.

### The Proposal

The FAA is proposing to amend 14 CFR part 71 by amending VOR Federal Airways V-68, V-76, V-212, V-222, and V-558, and RNAV Route T-220. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Industry, TX, VORTAC NAVAID. The proposed ATS route actions are described below.

*V-68:* V-68 currently extends between the Montrose, CO, VOR/Distance Measuring Equipment (VOR/DME) and the Industry, TX, VORTAC. The FAA proposes to remove the airway segment between the San Antonio, TX,

VORTAC and the Industry VORTAC. Additionally, the FAA proposes to remove the designated Federal airway floor information in the airway description between the Corona, NM, VORTAC and the Chisum, NM, VORTAC. The Federal airway floor information was a legacy method for designating the floors of Federal airways that is unnecessary today due to 14 CFR part 95, IFR Altitudes, Minimum Enroute Altitude (MEA) and Minimum Obstruction Clearance Altitude (MOCA) analysis and determination requirements accomplished for ATS routes and route segments. As amended, the airway would extend between the Montrose VOR/DME and the San Antonio VORTAC.

V-76: V-76 currently extends between the Lubbock, TX, VORTAC and the Industry, TX, VORTAC. The FAA proposes to remove the airway segment between the Centex, TX, VORTAC and the Industry VORTAC. As amended, the airway would extend between the Lubbock VORTAC and the Centex VORTAC. Additional changes to the airway have been proposed in a separate NPRM.

V-212: V-212 currently extends between the Industry, TX, VORTAC and the Mc Comb, MS, VORTAC. The FAA proposes to remove the airway segment between the Industry VORTAC and the Navasota, TX, VOR/DME. As amended, the airway would extend between the Navasota VOR/DME and the Mc Comb VORTAC.

V-222: V-222 currently extends between the El Paso, TX, VORTAC and the Humble, TX, VORTAC; and between the Lake Charles, LA, VORTAC and the intersection of the LaGrange, GA, VORTAC 048° and Rome, GA, VORTAC 166° radials (TIROE Fix). The FAA proposes to remove the airway segment between the Stonewall, TX, VORTAC and the Humble, TX, VORTAC.

Additionally, the FAA proposes to remove the designated Federal airway floor information in the airway description between the Fort Stockton, TX, VORTAC and the Junction, TX, VORTAC. The Federal airway floor information was a legacy method for designating the floors of Federal airways that is unnecessary today due to 14 CFR part 95, IFR Altitudes, MEA and MOCA analysis and determination requirements accomplished for ATS routes and route segments. As amended, the airway would extend between the El Paso VORTAC and the Stonewall VORTAC, and between the Lake Charles VORTAC and the TIROE Fix.

V-558: V-558 currently extends between the Llano, TX, VORTAC and

the Industry, TX, VORTAC. The FAA proposes to remove the airway segment between the Centex, TX, VORTAC and the Industry VORTAC. As amended, the airway would extend between the Llano VORTAC and the Centex VORTAC. Additional changes to the airway have been proposed in a separate NPRM.

T-220: T-220 currently extends between the Industry, TX, VORTAC and the Sabine Pass, TX, VOR/DME. The FAA proposes to replace the Industry VORTAC route point with the MNURE, TX, WP located approximately 2 nautical miles north of the Industry VORTAC and extend the route westward from the MNURE WP to the MARCS, TX, Fix. The route extension would mitigate the removal of the V-68 and V-558 airway segments between the MARCS Fix and the Industry VORTAC. As amended, the route would extend between the MARCS Fix and the Sabine Pass VORTAC. The full T-220 route description is listed in the regulatory text of this NPRM.

The NAVAID radials listed in the VOR Federal airway descriptions in the regulatory text of this NPRM are unchanged and stated in degrees True north.

#### Regulatory Notices and Analyses

The FAA has determined that this proposed 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 proposed 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.

#### Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

#### 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, 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(f), 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 JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

*Paragraph 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

#### V-68 [Amended]

From Montrose, CO; Cones, CO; Dove Creek, CO; Cortez, CO; Rattlesnake, NM; INT Rattlesnake 128° and Albuquerque, NM, 345° radials; Albuquerque; INT Albuquerque 120° and Corona, NM, 311° radials; Corona; Chisum, NM; Hobbs, NM; Midland, TX; San Angelo, TX; Junction, TX; Center Point, TX; to San Antonio, TX.

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#### V-76 [Amended]

From Lubbock, TX; INT Lubbock 188° and Big Spring, TX, 286° radials; Big Spring; San Angelo, TX; Llano, TX; to Centex, TX.

\* \* \* \* \*

#### V-212 [Amended]

From Navasota, TX; INT Navasota 019° and Lufkin, TX, 250° radials; Lufkin; Alexandria, LA; to Mc Comb, MS.

\* \* \* \* \*

#### V-222 [Amended]

From El Paso, TX; Salt Flat, TX; Fort Stockton, TX; Junction, TX; to Stonewall, TX. From Lake Charles, LA; Mc Comb, MS; Eaton, MS; Monroeville, AL; Montgomery, AL; LaGrange, GA; to INT LaGrange 048° and Rome, GA, 166° radials.

\* \* \* \* \*

#### V-558 [Amended]

From Llano, TX; INT Llano 088° and Centex, TX, 306° radials; to Centex.

\* \* \* \* \*

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-220 MARCS, TX to Sabine Pass, TX (SBI) [Amended]**

MARCS, TX	FIX	(Lat. 29°53'52.04" N, long. 097°51'40.70" W)
CRAYS, TX	FIX	(Lat. 29°55'06.43" N, long. 097°25'59.46" W)
MNURE, TX	WP	(Lat. 29°59'34.88" N, long. 096°33'57.84" W)
SEALY, TX	FIX	(Lat. 29°51'15.54" N, long. 095°56'36.33" W)
MOLLR, TX	WP	(Lat. 29°39'20.23" N, long. 095°16'35.83" W)
Sabine Pass, TX (SBI)	VOR/DME	(Lat. 29°41'12.19" N, long. 094°02'16.72" W)

\* \* \* \* \*

Issued in Washington, DC, on June 10, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-12982 Filed 6-13-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2024-1710; Airspace Docket No. 24-AGL-15]

**RIN 2120-AA66**

**Establishment of Class E Airspace; Ashley, ND**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to establish Class E airspace at Ashley, ND. The FAA is proposing this action due to the development of new public instrument procedures at Ashley Municipal Airport, Ashley, ND, and to support instrument flight rule (IFR) operations.

**DATES:** Comments must be received on or before July 29, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2024-1710 and Airspace Docket No. 24-AGL-15 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instruction for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493-2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

**SUPPLEMENTARY INFORMATION:****Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would establish Class E airspace extending upward from 700 feet above the surface at Ashley Municipal Airport, Ashley, ND, to support IFR operations at this airport.

**Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments

reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

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**Availability of Rulemaking Documents**

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You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.