

is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 10034; 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

Aviation safety, 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—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

AWP CA E2 Red Bluff, CA [Revised]

Red Bluff Municipal Airport, CA
(lat. 40°09'04"N, long. 122°15'08"W)
Red Bluff VORTAC
(lat. 40°05'56"N, long. 122°14'11"W)
Proberta NDB
(lat. 40°06'51"N, long. 122°14'15"W)

Within a 6.5-mile radius of the Red Bluff Municipal Airport and within 2.6 miles either side of the 161° bearing from the Red Bluff Municipal Airport extending from the 6.5-mile radius to 10 miles south of the Red Bluff Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice of Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

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

* * * * *

AWP CA E5 Red Bluff, CA [Revised]

Red Bluff Municipal Airport, CA
(lat. 40°09'04"N, long. 122°15'08"W)
Red Bluff VORTAC
(lat. 40°05'56"N, long. 122°14'11"W)
Proberta NDB
(lat. 40°06'51"N, long. 122°14'15"W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Red Bluff Municipal Airport and within 8 miles east and 4 miles west of the 161° bearing from the Red Bluff Municipal Airport extending from 2 miles south to 17 miles south of the Red Bluff Municipal Airport. That airspace extending upward from 1200 feet above the surface within a 17.4-mile radius of the Red Bluff VORTAC and within 7.8 miles each side of the Red Bluff VORTAC 291° radial, extending from the 17.4-mile radius to 45.2 miles west of the Red Bluff VORTAC and within 26.1-mile radius of the Red Bluff VORTAC, extending from the north edge of V-195 to the west edge of V-23 and within 7.8 miles west of and 8.7 miles east of the Red Bluff VORTAC 342° radial, extending from the 17.4-mile radius to 58.2 miles north of the Red Bluff VORTAC and within 8.7 miles west and 5.2 miles east of the Red Bluff VORTAC 015° radial, extending from the 17.4-mile radius to 48.7 miles north of the Red Bluff VORTAC and within an area bounded by a line beginning at lat. 40°41'27"N, long. 121°54'42"W; to lat. 40°34'40"N, long. 121°52'34"W; to lat. 40°21'46"N, long. 121°56'49"W; to lat. 40°22'35"N, long. 122°01'04"W, to the point of beginning and that airspace within a 20.9-mile radius of the Red Bluff VORTAC, extending from the Red Bluff VORTAC 015° radial clockwise via the 20.9-mile arc to lat. 40°00'00"N.

* * * * *

AWP CA E5 Redding, CA [Revised]

Redding Municipal Airport, CA
(lat. 40°30'32"N, long. 122°17'36"W)
Redding VOR/DME
(lat. 40°30'16"N, long. 122°17'30"W)
Lassn NDB
(lat. 40°23'34"N, long. 122°17'41"W)

That airspace extending upward from 700 feet above the surface within a 4.3-mile radius of the Redding Municipal Airport and within 1.8 miles each side of the Redding Instrument Landing System (ILS) localizer North course, extending from the 4.3-mile radius to 10 miles north of the threshold of Runway 16 and within 8 miles west and 5.5 miles east of the 179°/359° bearing from/to the Lassn NDB extending from 9.5 miles north of the Lassn NDB to 16 miles south of the Lassn NDB and that airspace within a 5.5-mile arc of the Redding VOR/DME from the Redding VOR/DME 100° radial clockwise to the Redding VOR/DME 152° radial. That airspace extending upward from 1200 feet above the surface north of the Redding VOR/DME within an arc of a 20-mile radius of the Redding VOR/DME within an arc of the 20-mile radius of the Redding VOR/DME, extending from the east edge of V-23 clockwise to the west edge of V-25.

* * * * *

Issued in Los Angeles, California, on January 30, 1995.

Richard R. Lien,

Manager, Air Traffic Division, Western-Pacific Region.

[FR Doc. 95-4067 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 94-ASO-16]

Establishment and Alteration of VOR Federal Airways; Florida

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes a new Federal airway and modifies existing Federal airways in the Miami, FL, area. This action is necessary because of the commissioning of the Virginia Key, FL, Very High Frequency Omnidirectional Range and Distance Measuring Equipment (VOR/DME). In addition, the NPRM contained several inadvertent errors. In the description for V-3, the "INT Solberg 0441°" radial should be "INT Solberg 044°" radial; V-159, "INT Vero Beach 319°T (323°M)" radial should be "INT Vero Beach 318°T (322°M)" radial; and V-492, "INT Pahohee 115°" radial should be "INT Pahohee 115°" radial. The description for Federal Airway V-537, "From Vero Beach, FL, via INT Vero Beach 318°" should be "From Vero Beach, FL, via INT Vero Beach 318° and Orlando, FL, 140° radials; INT Orlando 140° and Melbourne, FL, 298° radials;"

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace—Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION:

History

On October 26, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish a Federal airway and to modify several existing airways (59 FR 53766).

Interested parties were invited to participate in this rulemaking process by submitting written comments on the proposal to the FAA.

Three written comments were received objecting to realignment of

Federal Airway V-3 in the vicinity of Homestead General Aviation Airport and Homestead Air Reserve Base. In particular, the commenters emphasized two key issues to support their objections to this proposed action.

The first issue concerns the relocation of V-3 in proximity of airspace serving Homestead General Aviation Airport. This airspace has a significant level of aeronautical activity including parachute jumping, ultralight, aerobatics, and gliders. Each of the commenters stated that sports activity would be adversely affected if this airway was realigned as proposed.

This proposal to align V-3 over Homestead General Aviation Airport does not necessitate changes to the current traffic pattern in the Miami airspace. The sports activity in the vicinity of Homestead General Aviation Airport will not be affected by this action because there are no changes to the prevailing air traffic procedures or patterns. Currently, aircraft departing the Miami airspace are radar-vectored to intercept V-3 south of the Homestead Airport and clear of any aviation-related sporting activity using the adjacent airspace. The FAA will continue to use the same established air traffic control procedures, thus realigning this airway will not impact the sports activity at Homestead Airport or compromise safety.

The last issue concerns a possible future alignment of V-3 over the Homestead Air Reserve Base once the new Dolphin Very High Frequency Omnidirectional Range is commissioned. The air reserve base is a joint civil/military-use airport. The commenters suggested that realigning the airway over the base may have an impact on aircraft arriving and departing this facility.

This comment is premature and does not pertain to this action, which aligns V-3 over Homestead General Aviation Airport. The FAA, however, will keep the comment on file for consideration for rulemaking actions in the future.

Except for editorial changes and the correction of several inadvertent errors in the descriptions for V-3, the "INT Solberg 0441°" radial should be "INT Solberg 044°" radial; V-159, "INT Vero Beach 319°T (323°M)" radial should be "INT Vero Beach 318°T (322°M)" radial; V-492, "INT Pahoee 115°" radial should be "INT Pahoee 115°" radial; and the inclusion of an intersection which is necessary to define a dogleg in the description for V-537 "From Vero Beach, FL, via INT Vero Beach 318° and Orlando, FL, 140° radials; INT Orlando 140° and Melbourne, FL, 298° radials;" this amendment is the same as that

proposed in the notice. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The airways listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes a new Federal airway and modifies the description of existing Federal airways in Miami, FL. This action is necessary because of the commissioning of the new Virginia Key, FL, VOR/DME. Commissioning of the Virginia Key VOR/DME necessitated the establishment of a new airway and the realignment existing airways to support air traffic operations in the Miami 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 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.

The original airspace docket was submitted to the Department of Defense and the Department of State in accordance with Executive Order 10854. The application of International Civil Aviation Organization (ICAO) International Standards and Recommended Practices will not be affected by this action.

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—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-

1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-3 (Revised)

From Key West, FL; INT Key West 083° and Miami, FL, 185° radials; Miami; Ft. Lauderdale, FL; Palm Beach, FL; Vero Beach, FL; Melbourne, FL; Ormond Beach, FL; Brunswick, GA; Savannah, GA; Vance, SC; Florence, SC; Sandhills, NC; Raleigh-Durham, NC; INT Raleigh-Durham 016° and Flat Rock, VA, 214° radials; Flat Rock; Gordonsville, VA; INT Gordonsville 331° and Martinsburg, WV, 216° radials; Martinsburg; Westminster, MD; INT Westminster 048° and Modena, PA, 258° radials; Modena; Solberg, NJ; INT Solberg 044° and Carmel, NY, 243° radials; Carmel; Hartford, CT; INT Hartford 084° and Boston, MA, 224° radials; Boston; INT Boston 014° and Pease, NH, 185° radials; Pease; INT Pease 004° and Augusta, ME, 233° radials; Augusta; Bangor, ME; INT Bangor 039° and Houlton, ME, 203° radials; Houlton; Presque Isle, ME; to PQ, Canada. The airspace within R-2916, R-2934, R-2935 and within Canada is excluded.

* * * * *

* * * * *

V-7 (Revised)

From INT Miami, FL, 222° and Lee County, FL, 120° radials; Lee County; Lakeland, FL; Cross City, FL; Tallahassee, FL; Wiregrass, AL; INT Wiregrass 333° and Montgomery, AL, 129° radials; Montgomery; Vulcan, AL; Muscle Shoals, AL; Graham, TN; Central City, KY; Pocket City, IN; INT Pocket City 016° and Terre Haute, IN, 191° radials; Terre Haute; Boiler, IN; Chicago Heights, IL; INT Chicago Heights 358° and Falls, WI, 170° radials; Falls; Green Bay, WI; Menominee, MI; Marquette, MI. The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit.

* * * * *

V-51 (Revised)

From Pahoee, FL; INT Pahoee 009° and Vero Beach, FL, 193° radials; Vero Beach; INT Vero Beach 330° and Ormond Beach, FL, 183° radials; Ormond Beach; Craig, FL; Alma, GA; Dublin, GA; Athens, GA; INT Athens, GA, 340° and Harris, GA, 148° radials; Harris; Hinch Mountain, TN; Livingston, TN; Louisville, KY; Nabb, IN; Shelbyville, IN; INT Shelbyville 313° and Boiler, IN, 136° radials; Boiler; Chicago Heights, IL.

* * * * *

V-97 (Revised)

From Miami, FL; INT Miami 313° and La Belle, FL, 137° radials; La Belle; St. Petersburg, FL; Tallahassee, FL; Pecan, GA; Atlanta, GA; INT Atlanta 001° and Volunteer, TN, 197° radials; Volunteer; London, KY; Lexington, KY; Cincinnati, OH; Shelbyville, IN, INT Shelbyville 313° and Boiler, IN, 136° radials; Boiler; Chicago Heights, IL; to INT Chicago Heights 358° and Chicago O'Hare, IL, 127° radials. From INT Northbrook, IL, 290° and Janesville, WI, 112° radials; Janesville; Lone Rock, WI; Nodine, MN; to Gopher, MN. The airspace below 2,000 feet MSL outside the United States is excluded.

* * * * *

V-157 (Revised)

From Key West, FL; Miami, FL; INT Miami 332° and La Belle, FL, 113° radials; La Belle; Lakeland, FL; Ocala, FL; Gainesville, FL; Taylor, FL; Waycross, GA; Alma, GA; Allendale, SC; Vance, SC; Florence, SC; Fayetteville, NC; Kinston, NC; Tar River, NC; Lawrenceville, VA; Richmond, VA; INT Richmond 039° and Patuxent, MD, 228° radials; Patuxent; Smyrna, DE; Woodstown, NJ; Robbinsville, NJ; INT Robbinsville 044° and LaGuardia, NY, 213° radials; LaGuardia; INT LaGuardia 032° and Deer Park, NY, 326° radials; INT Deer Park 326° and Kingston, NY, 191° radials; Kingston, NY; to Albany, NY. The airspace within R-2901A and R-6602A is excluded. The airspace at and above 7,000 feet MSL which lies within the Lake Placid MOA is excluded during the time the Lake Placid MOA is activated. The airspace within R-4005 and R-4006 is excluded.

* * * * *

V-159 (Revised)

From Virginia Key, FL; INT Virginia Key 344° and Vero Beach, FL, 178° radials; Vero Beach; INT Vero Beach 318° and Orlando, FL, 140° radials; Orlando; Ocala, FL; Cross City, FL; Greenville, FL; Pecan, GA; Eufaula, AL; Tuskegee, AL; Vulcan, AL; Hamilton, AL; Holly Springs, MS; Gilmore, AR; Walnut Ridge, AR; Dogwood, MO; Springfield, MO; Napoleon, MO; INT Napoleon 336° and St. Joseph, MO, 132° radials; St. Joseph; Omaha, NE; Sioux City, IA; Yankton, SD; Mitchell, SD; to Huron, SD.

* * * * *

V-267 (Revised)

From Miami, FL; INT Miami 020° and Pahokey, FL, 157° radials; Pahokey; Orlando, FL; Craig, FL; Dublin, GA; Athens, GA; INT Athens 340° and Harris, GA, 148° radials; Harris; Volunteer, TN.

* * * * *

V-295 (Revised)

From Virginia Key, FL; INT Virginia Key 014° and Vero Beach, FL, 143° radials; Vero Beach; INT Vero Beach 296° and Orlando, FL, 162° radials; Orlando; Ocala, FL; Cross City, FL; to Tallahassee, FL. The portion outside the United States has no upper limit.

* * * * *

V-437 (Revised)

From Miami, FL; INT Miami 020° and Pahokey, FL, 157° radials; Pahokey; Melbourne, FL; INT Melbourne 322° and

Ormond Beach, FL, 211° radials; Ormond Beach; Savannah, GA; Charleston, SC; Florence, SC. The airspace within R-2935 is excluded.

* * * * *

V-492 (Revised)

From La Belle, FL; Pahokey, FL; INT Pahokey 115° and Palm Beach, FL, 270° radials; Palm Beach; INT Palm Beach 356° and Melbourne, FL, 146° radials; to Melbourne.

* * * * *

V-509 (Revised)

From St. Petersburg, FL; INT St. Petersburg 110° and Lakeland, FL, 140° radials.

* * * * *

V-511 (Revised)

From Lakeland, FL; INT Lakeland 140° and Miami, FL, 332° radials; Miami.

* * * * *

V-521 (Revised)

From Miami, FL; INT Miami 313° and La Belle, FL, 137° radials; INT La Belle 137° and Lee County, FL, 099° radials; Lee County; INT Lee County 014° and Lakeland, FL, 154° radials; Lakeland; Cross City, FL; INT Cross City 287° and Marianna, FL, 141° radials; Marianna; Wiregrass, AL; INT Wiregrass 333° and Montgomery, AL, 129° radials; Montgomery; INT Montgomery 357° and Vulcan, AL, 139° radials; Vulcan.

* * * * *

V-537 (Revised)

From Vero Beach, FL, via INT Vero Beach 318° and Orlando, FL, 140° radials; INT Orlando 140° and Melbourne, FL, 298° radials; INT Melbourne 298° and Ocala, FL, 145° radials; Ocala; Gainesville, FL; Greenville, FL; Moultrie, GA; Macon, GA.

* * * * *

V-599 (New)

From Lee County, FL; INT Lee County 083° and Miami, FL, 332° radials; Miami.

* * * * *

Issued in Washington, DC, on February 6, 1995.

Harold W. Becker,

Manager, Airspace—Rules and Aeronautical Information Division.

[FR Doc. 95-4073 Filed 2-16-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 94-AGL-34]

Modification of Class E Airspace; Williston, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace area at Sloulin Field International Airport, Williston, ND, to

accommodate existing Standard Instrument Approach Procedures (SIAPs) to the airport. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

EFFECTIVE DATE: 0901 UTC, May 25, 1995.

FOR FURTHER INFORMATION CONTACT: Jeffrey L. Griffith, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

SUPPLEMENTARY INFORMATION:

History

On November 30, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class E airspace area at Williston, ND (59 FR 61301). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations are published in Paragraph 6002 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 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 modifies the Class E airspace area at Sloulin Field International Airport, Williston, ND, to accommodate existing SIAPs to the airport. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

Aeronautical maps and charts will reflect the defined area which will enable pilots to circumnavigate the area in order to comply with applicable visual flight rule requirements.

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