

remittance and statement procedures and proposed other amendments and technical corrections. Public comments were received, evaluated, and considered, and a final rule was published on September 28, 1994 (59 FR 49347). The rule was effective on October 28, 1994. No other regulatory changes are contemplated.

By this notice, the public may provide any proposals to revise 8 CFR part 286 on matters which may be changed by regulation, and may provide comments on the status of the IUFA before a report is submitted to the Congress.

Dated: December 30, 1994.

Doris Meissner,

Commissioner, Immigration and Naturalization Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 94-AWA-9]

Proposed Modification of the Roanoke Regional/Woodrum Field, VA, and Rochester-Monroe County Airport, NY, Class C Airspace Areas and Proposed Establishment of the Roanoke Regional/Woodrum Field, VA, Class E Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule would modify the Class C airspace areas at Roanoke Regional/Woodrum Field, VA, and Rochester-Monroe County Airport, NY. The effective hours of the Roanoke Regional/Woodrum Field, VA, Class C airspace area would be amended to coincide with the associated radar approach control facility's hours of operation. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. In addition, this action proposes to establish Class E airspace at Roanoke Regional/Woodrum Field, VA, when the associated radar approach control facility is not in operation. This proposed action would also change the name of the Rochester-Monroe County Airport, NY, to Greater Rochester International Airport, NY. This proposal would not change the designated boundaries or altitudes of these Class C airspace areas.

DATES: Comments must be received on or before January 26, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket [AGC-200], Airspace Docket No. 94-AWA-9, 800 Independence Avenue, SW., Washington, DC 20591.

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.

FOR FURTHER INFORMATION CONTACT:

William C. Nelson, 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) 267-9295.

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. 94-AWA-9." 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 Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3485.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A that describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class C airspace areas at Rochester-Monroe County, Airport, NY, and Roanoke Regional/Woodrum Field, VA. This action proposes to change the name of the Rochester-Monroe County Airport, NY, to Greater Rochester International Airport, NY. In addition, this proposed action would modify the Roanoke Regional/Woodrum Field, VA, Class C airspace area by amending the area's effective hours to coincide with the associated radar approach control facility's hours of operation. This action also proposes to establish Class E airspace at Roanoke Regional/Woodrum Field, VA, when the associated radar approach control facility is not in operation. Establishing Class E airspace is necessary to provide controlled airspace for instrument approaches. Class C and Class E airspace designations are published in paragraphs 4000 and 6002, respectively, 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 C and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations that need frequent and routine amendments 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