

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)**