

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.

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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.

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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.

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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.

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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.

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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.

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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.

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V-509 (Revised)

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

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V-511 (Revised)

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

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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.

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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.

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V-599 (New)

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

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

Harold W. Becker,

Manager, Airspace—Rules and Aeronautical Information Division.

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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 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