

routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### 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—[AMENDED]

1. The authority citation for 14 CFR 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 4000—Subpart C—Class C Airspace*  
\* \* \* \* \*

#### AEA NY C Greater Rochester International Airport, NY (Revised)

Greater Rochester International Airport, NY  
(Lat. 43°07'08" N., long. 77°40'21" W.)

That airspace extending upward from the surface to and including 4,600 feet MSL within a 5-mile radius of the Greater Rochester International Airport; and that airspace extending upward from 2,100 feet MSL to 4,600 feet MSL within a 10-mile radius of the airport.

\* \* \* \* \*

#### AEA VA C Roanoke Regional/Woodrum Field, VA (Revised)

Roanoke Regional/Woodrum Field, VA  
(Lat. 37°19'31" N., long. 79°58'31" W.)

That airspace extending upward from the surface to and including 5,200 feet MSL within a 5-mile radius of the Roanoke Regional/Woodrum Field; and that airspace extending upward from 3,800 feet MSL to and including 5,200 feet MSL within a 10-mile radius of the airport from the 004° bearing from the airport clockwise to the 104° bearing from the airport; and that airspace extending upward from 3,400 feet MSL to and including 5,200 feet MSL from the 104° bearing from the airport clockwise to a line formed by a point at the 274° bearing from the airport at 5 miles direct to a point at the 257° bearing from the airport at 10 miles. This Class C airspace area is effective during the specific dates and times established in

advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002—Class E Airspace Areas Designated as a Surface Area for an Airport*  
\* \* \* \* \*

#### AEA VA E2 Roanoke Regional/Woodrum Field, VA (New)

Roanoke Regional/Woodrum Field, VA  
(Lat. 37°19'31" N., long. 79°58'31" W.)

Within a 5-mile radius of the Roanoke Regional/Woodrum Field. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

**Nancy B. Kalinowski,**

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-949 Filed 1-12-95; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 71

[Airspace Docket No. 94-AWA-6]

#### Proposed Modification of the Flint Bishop International, MI, Madison Dane County Regional-Traux Field, WI, Peoria Greater Peoria Regional, IL, Toledo Express Airport, OH, Columbus AFB, MS, and the Jackson International Airport, MS, Class C Airspace Areas and Proposed Establishment of the Madison Dane County Regional-Traux Field, WI, and Jackson International Airport, MS, Class E Airspace Areas

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This proposed rule would modify the Flint Bishop International, MI, Madison Dane County Regional-Traux Field, WI, Peoria Greater Peoria Regional, IL, Jackson International Airport, MS, Toledo Express Airport, OH, and the Columbus AFB, MS, Class C airspace areas. This proposed action would amend the effective hours to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas would not change. 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 Madison Dane County Regional-Traux

Field, WI, and Jackson International Airport, MS, when the associated radar approach control facility is not in operation.

**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-6, 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:** 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:

##### 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-6." 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, which 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 Flint Bishop International, MI, Madison Dane County Regional-Traux Field, WI, Peoria Greater Peoria Regional, IL, Toledo Express Airport, OH, Columbus AFB, MS, and the Jackson International Airport, MS, Class C airspace areas by amending the effective hours to coincide with the associated radar approach control facility's hours of operation. The designated boundaries and altitudes of these Class C airspace areas would not change. In addition, this action proposes to establish the Madison Dane County Regional-Traux Field, WI, and the Jackson International Airport, MS, Class E airspace areas to provide controlled airspace for instrument approaches. Class C and 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 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 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, when promulgated, 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**

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—[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 4000—Subpart C-Class C Airspace*  
\* \* \* \* \*

**AGL MI C Flint Bishop International Airport, MI [Revised]**

Bishop International Airport, MI  
(Lat. 42°57'56" N., long. 83°44'37" W.)

That airspace extending upward from the surface to and including 4,800 feet MSL within a 5-mile radius of the Bishop International Airport; and that airspace extending upward from 2,100 feet MSL to and including 4,800 feet MSL within a 10-mile radius of the airport. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.  
\* \* \* \* \*

**AGL WI C Madison Dane County Regional Airport-Traux Field, WI [Revised]**

Dane County Regional Airport-Traux Field, WI  
(Lat. 43°08'22" N., long. 89°20' 13" W.)  
Waunakee Airport  
(Lat. 43°11' 00" N., long. 89°27' 00" W.)

That airspace extending upward from the surface to and including 4,900 feet MSL within a 5-mile radius of the Dane County Regional Airport-Traux Field excluding that airspace within a 1 1/2-mile radius of the Waunakee Airport; and that airspace

extending upward from 2,300 feet MSL to and including 4,900 feet MSL within a 10-mile radius of the airport. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.  
\* \* \* \* \*

**AGL IL C Peoria Greater Peoria Regional Airport, IL [Revised]**

Greater Peoria Regional Airport, IL  
(Lat. 40°39'53" N., long. 89°41'30" W.)

That airspace extending upward from the surface to and including 4,700 feet MSL within a 5-mile radius of the Greater Peoria Regional Airport and that airspace within a 10-mile radius of the airport extending upward from 2,000 feet MSL to and including 4,700 feet MSL, from the 284° bearing from the airport clockwise to the 154° bearing from the airport, and that airspace within a 10-mile radius of the airport extending upward from 1,800 feet MSL to and including 4,700 feet MSL from the 154° bearing from the airport clockwise to the 284° bearing from the airport.  
\* \* \* \* \*

**AGL IL C Toledo Express Airport, OH [Revised]**

Toledo Express Airport, OH  
(Lat. 41°35'12" N., long. 83°48'28" W.)

That airspace extending upward from the surface to and including 4,700 feet MSL within a 5-mile radius of the Toledo Express Airport; and that airspace extending upward from 2,000 feet MSL to and including 4,700 feet MSL within a 10-mile radius of the airport.  
\* \* \* \* \*

**ASO MS C Columbus AFB, MS [Revised]**

Columbus AFB, MS  
(Lat. 33°38'37" N., long. 88°26'38" W.)

That airspace within a 5-mile radius of Columbus AFB extending upward from the surface to and including 4,200 feet MSL; and that airspace within a 10-mile radius of Columbus AFB extending upward from 1,500 feet MSL to and including 4,200 feet MSL. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.  
\* \* \* \* \*

**ASO MS C Jackson International Airport, MS [Revised]**

Jackson International Airport, MS  
(Lat. 32°18'41" N., long. 90°04'33" W.)

That airspace within a 5-mile radius of the Jackson International Airport extending upward from the surface to and including 4,400 feet MSL; and that airspace within a 10-mile radius of the airport extending upward from 1,700 feet MSL to and including 4,400 feet MSL. This Class C airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time

will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002—Subpart E-Class E Airspace Areas Designated as a Surface Area for an Airport*

\* \* \* \* \*

**AGL WI E2 Madison Dane County Regional Airport-Truax Field, WI [New]**

Dane County Regional Airport-Truax Field, WI

(Lat. 43°08'22" N., long. 89°20'13" W.)

Wauwaukee Airport

(Lat. 43°11'00" N., long. 89°27'00" W.)

Within a 4.4-mile radius of the Dane County Regional Airport-Truax Field, and within 2.4 miles each side of the 358° bearing from the airport extending from the 4.4 mile radius to 7 miles north of the airport and within 2.4 miles each side of the 320° bearing from the airport extending from the 4.4-mile radius to 7 miles northwest of the airport, and within 2.4 miles each side of the 134° bearing from the airport extending from 4.4-mile radius to 7 miles southeast if the airport excluding that airspace within 1 1/2-mile radius of the Wauwaukee Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

**ASO MS E2 Jackson International Airport, MS [New]**

Jackson International Airport, MS

(Lat. 32°18'41" N., long. 90°04'33" W.)

Within a 5-mile radius of Jackson International Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

**Nancy B. Kalinowski**

*Acting Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 95-950 Filed 1-12-95; 8:45 am]

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**DEPARTMENT OF ENERGY**

**Federal Energy Regulatory Commission**

**18 CFR Part 154**

[Docket No. RM95-3-000]

**Filing and Reporting Requirements for Interstate Natural Gas Company Rate Schedules and Tariffs; Notice of Proposed Rulemaking**

Issued: December 16, 1994.

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Federal Energy Regulatory Commission proposes to amend part 154 of the Commission's regulations under the Natural Gas Act. The Commission proposes to reorganize, rewrite and update its regulations governing the form, composition and filing of rates and charges for the transportation of natural gas in interstate commerce. This proposal is part of the Commission's ongoing program to review its filing and reporting requirements and reduce unnecessary burdens by eliminating the collection of data that are not necessary to the performance of the Commission's regulatory responsibilities. The Commission also proposes to require that certain data, necessary to the analysis of a proposed rate, be filed at an earlier stage of the process.

**DATES:** Comments are due no later than April 13, 1995.

**ADDRESSES:** An original and 14 copies of written comments must be filed. All filings must refer to Docket No. RM95-3-000 and be addressed to Office of the Secretary, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426.

**FOR FURTHER INFORMATION CONTACT:** Richard A. White, Office of the General Counsel, Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, (202) 208-0491.

**SUPPLEMENTARY INFORMATION:** In addition to publishing the full text of this document in the **Federal Register**, the Commission also provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in Room 3104, 941 North Capitol Street, NE., Washington, DC 20426.

The Commission Issuance Posting System (CIPS), an electronic bulletin board service, provides access to the texts of formal documents issued by the Commission. CIPS is available at no charge to the user and may be accessed using a personal computer with a modem by dialing (202) 208-1397. To access CIPS, set your communications software to 19200, 14400, 12000, 9600, 7200, 4800, 2400, 1200, or 300 bps, full duplex, no parity, 8 data bits, and 1 stop bit. The full text of this document will be available on CIPS for 60 days from the date of issuance in ASCII and WordPerfect 5.1 format. After 60 days, the document will be archived, but still accessible. The complete text on diskette in Wordperfect format may also be purchased from the Commission's copy contractor, La Dorn Systems

Corporation, also located in Room 3104, 941 North Capitol Street, NE., Washington, DC 20426.

**I. Introduction**

The Federal Energy Regulatory Commission (Commission) proposes to amend part 154 of its regulations governing the form and composition of interstate natural gas pipeline tariffs and the filing of rates and charges for the transportation of natural gas in interstate commerce under sections 4 and 5 of the Natural Gas Act (NGA) and section 311 of the Natural Gas Policy Act. This notice of proposed rulemaking is a companion to the notice of proposed rulemaking, issued concurrently, titled "Revisions to the Uniform System of Accounts and to Forms and Statements and Reporting Requirements for Natural Gas Companies" which proposes to amend, among other things, the Uniform System of Accounts and FERC Form No. 2.

The Commission intends to make the filing and reporting requirements reflect recent regulatory changes, in particular the implementation of Order No. 636, and the realities of the process of a modern rate case.<sup>1</sup> The restructuring of the pipeline industry has rendered many of the current rate and tariff regulations superfluous or outdated. The Commission is proposing filing requirements that reflect the current part 284 service regulations that mandate unbundled pipeline sales and open-access transportation of natural gas. The current part 154 rate regulations are not designed for the type of rate changes that will occur in the restructured service environment. These filing requirements were originally designed to focus on pipeline sales activities. The revised regulations focus on transportation services.

Before the recent industry restructuring, natural gas pipelines primarily provided a merchant service. A typical pipeline company would purchase gas from producers or other suppliers, transport the gas from the supply area to storage fields or sales delivery points, and sell the gas on a bundled basis. Now, pipeline

<sup>1</sup> Pipeline Service Obligations and Revisions to Regulations Governing Self-Implementing Transportation; and Regulation of Natural Gas Pipelines After Partial Wellhead Decontrol, Order No. 636, 57 FR 13267 (April 16, 1992), FERC Statutes and Regulations ¶ 30,939 (April 8, 1992); order on reh'g, Order No. 636-A, 57 FR 36128 (August 12, 1992), FERC Statutes and Regulations ¶ 30,950 (August 3, 1992); order on reh'g, Order No. 636-B, 57 FR 57911 (December 8, 1992), 61 FERC ¶ 61,272 (1992), reh'g denied, 62 FERC ¶ 61,007 (1993), appeal re-docketed sub nom. *Atlanta Gas Light Company and Chattanooga Gas Company, et al. versus FERC*, No. 94-1171 (D.C. Cir. May 27, 1994).