

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.

**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.

**§ 71.7 [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 5000—General*  
\* \* \* \* \*

**AEA WV D Morgantown, WV [Revised]**

Morgantown Municipal—Walter L. Bill Hart Field Airport, WV  
(Lat. 39°38'34"N., long. 79°54'59"W.)

That airspace extending upward from the surface to and including 3,700 feet MSL within a 4-mile radius of Morgantown Municipal—Walter L. Bill Hart Field Airport. This Class D 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 WV E2 Morgantown, WV [Added]**

Morgantown Municipal—Walter L. Bill Hart Field Airport, WV  
(Lat. 39°38'34"N., long. 79°54'59"W.)

Within a 4-mile radius of Morgantown Municipal—Walter L. Bill Hart Field 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.

\* \* \* \* \*

*Paragraph 6004—Class E airspace areas extending upward from the surface designated as an extension to a Class D surface area*  
\* \* \* \* \*

**AEA WV E4 Morgantown, WV [Added]**

Morgantown Municipal—Walter L. Bill Hart Field Airport, WV  
(Lat. 39°38'34"N., long. 79°54'59"W.)  
Morgantown VORTAC  
(Lat. 39°33'24"N., long. 79°51'37"W.)

That airspace extending upward from the surface within 1 mile either side of the Morgantown VORTAC 332°(T)337°(M) radial extending from the 4-mile radius of Morgantown Municipal—Walter L. Bill Hart Field Airport to the Morgantown VORTAC. 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.

\* \* \* \* \*

*Paragraph 6005—Class E airspace areas extending upward from 700 feet or more above the surface of the earth*  
\* \* \* \* \*

**AEA WV E5 Morgantown, WV [Revised]**

Morgantown Municipal—Walter L. Bill Hart Field Airport, WV  
(Lat. 39°38'34"N., long. 79°54'59"W.)  
Morgantown VORTAC  
(Lat. 39°33'24"N., long. 79°51'37"W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Morgantown Municipal—Walter L. Bill Hart Field Airport and within 3 miles each side of the Morgantown VORTAC 152°(T)157°(M) radial extending from the 6.5-mile radius to 8.8 miles southeast of the VORTAC and within 3 miles west of the Morgantown VORTAC 336°(T)341°(M) radial clockwise to 3 miles east of Morgantown Municipal—Walter L. Bill Hart Field Airport north localizer course extending from the 6.5-mile radius to 15.1 miles north of the airport.

\* \* \* \* \*

Issued in Jamaica, New York, on January 3, 1995.

**John S. Walker,**  
Manager, Air Traffic Division.

[FR Doc. 95–1137 Filed 1–17–95; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 71**

[Airspace Docket No. 94–AEA–07]

**Establishment of Class E Airspace; Trenton, NJ**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the rule that was published in the **Federal Register** on September 7, 1994 (59 FR 46168), Airspace Docket No. 94–AEA–07, by removing obsolete language

which was inadvertently included in the notice.

**EFFECTIVE DATE:** January 18, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Frank Jordan, Designated Airspace Specialist, System Management Branch, AEA–530, F.A.A. Eastern Region, Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553–0857.

**SUPPLEMENTARY INFORMATION:**

**History**

Federal Register Document 94–21981, Airspace Docket No. 94–AEA–07, published on September 7, 1994 (59 FR 46168), established a new description of Class E airspace in the vicinity of Trenton, NJ. An error was discovered in the legal description which included obsolete language which is no longer needed. This action corrects that error.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the legal description for Class E airspace at Trenton, NJ, as published in the **Federal Register** on September 7, 1994 (59 FR 46168), (Federal Register Document 94–21981; page 46169, column 1), is corrected as follows:

**§ 71.1 [Corrected]**

\* \* \* \* \*

By removing lines 11 through 23 in their entirety and replace with the following:

“Within a 4.1-mile radius of Mercer County Airport and within 2.2 miles northwest of the Yardley VORTAC 064° radial and within 1.8 miles southeast of the Yardley VORTAC 070° radial extending from the 4.1-mile radius to the VORTAC. This Class E airspace is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be published continuously in the Airport/Facility Directory.

\* \* \* \* \*

Issued in Jamaica, New York, on January 3, 1995.

**John S. Walker,**  
Manager, Air Traffic Division.

[FR Doc. 95–1141 Filed 1–17–95; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 71**

[Airspace Docket No. 93–AEA–03]

**Modification of Class E Airspace; Rochester, NY**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends existing Class E Airspace in the vicinity of Rochester, NY, to provide additional controlled airspace to increase the effective utilization of airspace by air traffic control in this vicinity.

**EFFECTIVE DATE:** 0901 U.T.C.; March 30, 1995.

**FOR FURTHER INFORMATION CONTACT:** Frank Jordan, Designated Airspace Specialist, System Management Branch AEA-530, F.A.A. Eastern Region, Fitzgerald Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553-0857.

**SUPPLEMENTARY INFORMATION:**

**History**

On July 30, 1993, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR Part 71) to revise the Class E Airspace (formerly Transition Area) in the vicinity of Rochester, NY (58 FR 43576). The proposal would increase that amount of controlled airspace needed by the FAA for aircraft operating under instrument flight rules.

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.

Airspace Reclassification, in effect as of September 16, 1993, has discontinued the use of the term "Transition Area," and airspace extending upward from 700 feet or more above the surface of the earth is now Class E airspace. Except for editorial changes, this amendment is the same as that proposed in the notice. The coordinates for this airspace docket are based on North American Datum 83. Class E airspace designations for airspace extending upward from 700 feet or more above the surface of the earth are published in Paragraph 6005 of FAA Order 7400.9B, Airspace Designations and Reporting Points, 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 Class E airspace in the vicinity of Rochester, NY, to provide additional controlled airspace deemed necessary by the FAA for aircraft operating under instrument flight rules.

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. Therefore, this regulation: (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.

**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 6005—Class E airspace areas extending upward from 700 feet or more above the surface of the earth*

\* \* \* \* \*

**AEA NY E5 Rochester, NY [Revised]**

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

BREIT NDB

(Lat. 43°07'35" N., long. 77°33'14" W.)

Rochester VORTAC

(Lat. 43°07'15" N., long. 77°40'25" W.)

Geneseo VORTAC

(Lat. 42°50'04" N., long. 77°43'58" W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Greater Rochester International Airport and within 3 miles each side of the Rochester localizer east course extending from the 7-mile radius to 10 miles east of the BREIT NDB and within 4 miles each side of the 135° bearing from the BREIT NDB extending from the 7-mile radius to 11.3 miles southeast of the NDB and within 3.5 miles each side of the Rochester VORTAC 214° radial extending

from the 7-mile radius to 9.2 miles southwest of the VORTAC and that airspace within a 20.5-mile radius of the Rochester VORTAC beginning clockwise from the Rochester VORTAC 189°(T) 198°(M) and Geneseo VORTAC 195°(T) 204°(M) radials, extending clockwise along the 20.5-mile radius to the Rochester VORTAC 279°(T) 288°(M) radial.

\* \* \* \* \*

Issued in Jamaica, New York, on December 29, 1994.

**John S. Walker,**

*Manager, Air Traffic Division.*

[FR Doc. 95-1140 Filed 1-17-95; 8:45 am]

BILLING CODE 4910-13-M

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 52**

[W133-01-5764a; FRL-5135-2]

**Approval and Promulgation of Implementation Plan for Wisconsin**

**AGENCY:** United States Environmental Protection Agency (USEPA).

**ACTION:** Direct final rule.

**SUMMARY:** USEPA approves the State implementation plan (SIP) revisions submitted by the State of Wisconsin for the purpose of meeting requirements of the Clean Air Act (ACT) with regard to new source review in areas that have not attained the national ambient air quality standards (NAAQS). The implementation plan revisions were submitted by the State to satisfy certain Federal requirements for an approvable nonattainment new source review SIP for Wisconsin.

This action also approves Wisconsin's Operating Permits rule as satisfying the requirements given in the **Federal Register** of June 28, 1989, for establishing federally enforceable State operating permits (FESOP). USEPA is approving Wisconsin's operating permits program for the purpose of creating federally enforceable limitations on the potential to emit of certain pollutants, including those regulated under sections 110, 111, and 112 of the Clean Air Act.

**DATES:** This action will be effective February 17, 1995, unless adverse or critical comments are received by February 17, 1995. If the effective date is delayed, timely notice will be published in the **Federal Register**.

**ADDRESSES:** Comments can be mailed to Carlton Nash, Chief, Regulation Development Section, Air Toxics and Radiation Branch, United States Environmental Protection Agency, 77 West Jackson Boulevard (AT-18J), Chicago, Illinois 60604.