

radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°29'00" N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40" W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°49'30" N, long. 103°37'30" W; to lat. 45°53'50" N, long. 103°34'30" W; to lat. 46°10'50" N, long. 103°56'00" W; to lat. 46°04'20" N, long. 104°10'45" W; to the point of beginning; excluding that portion within the Bowman Municipal Airport, ND, 1,200-foot Class E airspace area.

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Issued in Seattle, Washington, on October 19, 1995.

Richard E. Prang,

*Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.*

[FR Doc. 95-27226 Filed 11-1-95; 8:45 am]

BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 94-ASW-1]

### Alteration of VOR Federal Airway V-234

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

**ACTION:** Final rule.

**SUMMARY:** This rule will realign Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM. Currently, V-234 has a dogleg between those two points and this action realigns that segment as a direct route. V-234, when originally established as a nonradar route, required the dogleg to provide lateral separation from other aircraft on adjacent airways. Radar coverage has been established to cover this segment of the airway, and the necessity for the dogleg no longer exists. This action will be beneficial to the users of the air traffic control (ATC) system.

**EFFECTIVE DATE:** 0901 UTC, January 4, 1996.

**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:

### History

On May 20, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to realign Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM, (59 FR 26465). 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. Except for editorial changes, this amendment is the same as that proposed in the notice. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

### The Rule

This amendment to part 71 of the Federal Aviation Regulations realigns Federal Airway V-234 between Dalhart, TX, and Anton Chico, NM. Currently, V-234 has a dogleg between those two points and this action will realign that segment as a direct route. V-234 was originally established as a nonradar route, and required the dogleg to provide lateral separation from other aircraft on adjacent airways. Since this area is now covered by radar, the dogleg is no longer necessary. This action will be beneficial to the users of the ATC system.

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.

### 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. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6010(a)—Domestic VOR Federal Airways*

\* \* \* \* \*

#### V-234 [Revised]

From St. Johns, AZ, via INT St. Johns 085° and Albuquerque, NM, 229° radials; Albuquerque; INT Albuquerque 103° and Anton Chico, NM, 249° radials; Anton Chico; Dalhart, TX; Liberal, KS; 32 miles, 74 miles, 65 MSL, Hutchinson, KS; Emporia, KS; Butler, MO; Vichy, MO; INT Vichy 091° and Centralia, IL, 253° radials; Centralia. The airspace at and above 8,000 feet MSL between Vichy and the INT of Vichy 091° and St. Louis, MO, 171° radials is excluded during the time that the Meramec MOA is activated by NOTAM.

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Issued in Washington, DC, on October 26, 1995.

Harold W. Becker,

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

[FR Doc. 95-27227 Filed 11-1-95; 8:45 am]

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## 14 CFR Part 108

[Docket No. 26763; Amendment No. 108-12]

RIN 2120-AE14

### Unescorted Access Privilege

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document contains a minor correction to a final rule published Tuesday, October 3, 1995 (60 FR 51854). This final rule requires airport operators and air carriers to conduct an employment investigation and disqualify individuals convicted of certain enumerated crimes from having, or being able to authorize others to have, unescorted access privileges to a