

of such an airway on the Pensacola area flight activity will require a careful evaluation since the Eglin Radar Control Facility would, in any event, utilize direct vectors to move traffic through the area as efficiently as possible.

One comment objected to the proposal, expressing concern that where the Eglin Radar Control Facility would have complete control over the area, civil aviation may be restricted in the imagined interest of traffic separation rather than the safety requirements coincident with the testing operations. In response thereto, the United States Air Force has agreed not to impose any restriction to flight through the corridors except when the testing of long-range air delivered guided weapons and missiles is actually being conducted. Another part of the objection was addressed to the radio communication requirements in paragraphs (a) (2) and (b) (2) of § 93.83, stating that a number of locally based aircraft are not radio equipped, but that safety could be adequately served by obtaining a clearance by prior personal or telephonic communication with a flight service station. Elimination of the radio communication requirements is not considered feasible because radio communication is deemed to be essential to safe flight through the corridors at any time because of the need to issue traffic advisories regarding the high volume of military flight activity regularly occurring within the corridors in addition to separation of the weapons testing operations from civil aircraft. However, each of those subparagraphs provides for the possibility of other authorization by ATC. Therefore, although a two-way radio communication capability is considered justified, as a general rule, in the interest of safety, the Eglin Radar Control Facility is prepared to use alternative procedures by prior arrangement with individuals on a case-by-case basis.

A minor change is made in the description of the western portion of the northern boundary of the East-West Corridor in the interest of easing the navigational burden upon the pilot by substituting the shoreline for geographical coordinates, resulting in a negligible change in the actual boundary of the corridor.

(Sec. 307 and 313(a) of the Federal Aviation Act of 1958, 49 U.S.C. 1348 and 1354(a); and sec. 6(c) of the Department of Transportation Act, 49 U.S.C. 1655(c))

In consideration of the foregoing, Subpart F of Part 93 of the Federal Aviation Regulations (14 CFR Part 93) is amended, effective October 9, 1975, to read as follows:

Subpart F—Valparaiso, Florida Terminal Area

§ 93.81 Applicability and description of area.

(a) This subpart prescribes the Valparaiso, Florida, Terminal Area, and the special air traffic rules for operating aircraft within that Area.

(b) The Valparaiso, Florida Terminal Area is designated as follows:

(1) *North-South Corridor.* The North-South Corridor includes the airspace extending upward from the surface to unlimited, bounded by a line beginning at:

Lat. 30°42'50" N., Long. 86°38'02" W.; to Lat. 30°43'10" N., Long. 86°27'37" W.; to Lat. 30°37'00" N., Long. 86°27'37" W.; to Lat. 30°37'00" N., Long. 86°25'30" W.; to Lat. 30°33'00" N., Long. 86°25'30" W.; to Lat. 30°33'00" N., Long. 86°25'00" W.; to Lat. 30°25'00" N., Long. 86°25'00" W.; to Lat. 30°25'00" N., Long. 86°22'26" W.; to Lat. 30°19'45" N., Long. 86°23'45" W.; thence 3 NM from and parallel to the shoreline to Lat. 30°20'50" N., Long. 86°38'50" W.; to Lat. 30°29'01" N., Long. 86°38'02" W.; thence to point of beginning; excluding that airspace below 8,500 feet MSL south of an east-west line from Lat. 30°29'01" N., Long. 86°38'02" W.; to Lat. 30°32'00" N., Long. 86°31'00" W.; to Lat. 30°32'00" N., Long. 86°25'00" W.

(2) *East-West Corridor.* The East-West Corridor includes the airspace extending upward from the surface to 8,500 feet MSL, bounded by a line beginning at:

Lat. 30°23'00" N., Long. 86°51'30" W.; thence along the shoreline to Lat. 30°23'45" N., Long. 86°38'15" W.; to Lat. 30°29'01" N., Long. 86°38'02" W.; to Lat. 30°32'00" N., Long. 86°31'00" W.; to Lat. 30°32'00" N., Long. 86°25'00" W.; to Lat. 30°25'00" N., Long. 86°25'00" W.; to Lat. 30°25'00" N., Long. 86°22'26" W.; to Lat. 30°19'15" N., Long. 85°56'00" W.; to Lat. 30°11'00" N., Long. 85°56'00" W.; thence 3 NM from and parallel to the shoreline to Lat. 30°19'30" N., Long. 86°51'30" W.; thence to point of beginning.

§ 93.83 Aircraft operations.

(a) *North-South Corridor.* Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the North-South Corridor designated in § 93.81(b) (1) unless—

(1) Before operating within the corridor, that person obtains a clearance from the Eglin Radar Control Facility or an appropriate FAA ATC facility; and
(2) That person maintains two-way radio communication with the Eglin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

(b) *East-West Corridor.* Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the East-West Corridor designated in § 93.81(b) (2) unless—

(1) Before operating within the corridor, that person establishes two-way radio communications with Eglin Radar Control Facility or an appropriate FAA ATC facility and receives an ATC advisory concerning operations being conducted therein; and
(2) That person maintains two-way radio communications with the Eglin Radar Control Facility or an appropriate FAA ATC facility while within the corridor.

Issued in Washington, D.C., on August 19, 1975.

JAMES E. DOW,
Acting Administrator.

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[Docket No. 14604; Amdt. No. 93-31]

PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS

Valparaiso, Florida Terminal Area

The purpose of this amendment to Part 93 of the Federal Aviation Regulations is to amend §§ 93.81 and 93.83 to alter the special air traffic rules applicable to the Valparaiso, Florida Terminal Area¹ and to alter the description of that area.

This amendment is based upon a notice of proposed rule making (Notice 75-18) issued on May 9, 1975, and published in the FEDERAL REGISTER on May 13, 1975 (40 FR 20826). Interested persons have been afforded the opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

Airspace Docket No. 75-SO-23 was issued concurrently with Notice No. 75-18 proposing airspace actions that would alter Restricted Areas R-2914, R-2915A, R-2915B, R-2918, R-2919, and would include the latter two restricted areas in the continental control area. Those proposals, with minor changes, are adopted in a concurrent airspace action.

Four public comments were received in response to the notice. One was favorable without further comment. A second comment concurred, with the recommendation that the corridors be depicted on all appropriate aeronautical charts, and in the Airman's Information Manual. Both actions will be done as a matter of course. A third comment concurred, with the recommendation that, in addition to depiction of the corridors on all aeronautical charts, a Victor airway be designated in the East-West Corridor to separate enroute traffic from the Naval acrobatic aircraft in the Pensacola area. This recommendation will be considered for future rulemaking action as it is outside the scope of this Notice. However, the benefits, as well as the overall impact

¹ The environmental statement was filed as a part of the original document.

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