

**14 CFR Part 71****[Airspace Docket No. 95-AEA-05]****Establishment of Class E Airspace; Clarksville, VA****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Clarksville, VA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 4 at Marks Municipal Airport has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Marks Municipal Airport.

**EFFECTIVE DATE:** 0901 UTC, June 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frances T. Jordan, Airspace Specialist, System Management Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:****History**

On December 18, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Marks Municipal Airport, Clarksville, VA (60 FR 61668). The development of a GPS SIAP at Marks Municipal Airport has made this action necessary.

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. Class E airspace designations are published in paragraph 6005 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 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 (14 CFR part 71) establishes a Class E airspace area at Clarksville, VA. The development of a GPS SIAP at Marks Municipal Airport has made this action necessary. The intended effect of this action is to provide adequate Class E

airspace for aircraft executing the GP5 RWY 4 SIAP at the airport.

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 “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; 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 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 14 CFR 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AEA VA E5 Clarksville, VA [New]

Marks Municipal Airport, VA  
(Lat. 36°35'45" N, Long. 78°33'37" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Marks Municipal Airport excluding that portion within the Chase City Municipal Airport 700 foot Class E Airspace Area.

\* \* \* \* \*

Issued in Jamaica, New York on March 22, 1996.

John S. Walker,  
Manager, Air Traffic Division, Eastern Region.  
[FR Doc. 96-10005 Filed 4-23-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71****[Airspace Docket No. 96-ACE-1]****Revocation of Class E Airspace; Lake Winnebago, MO****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action revokes the Class E airspace area at Lake Winnebago, MO. On June 9, 1995, the Lake Winnebago Airport closed and Class E airspace at this location is no longer necessary.

**EFFECTIVE DATES:** 0901 UTC, April 25, 1996.

**FOR FURTHER INFORMATION CONTACT:**

Kathy Randolph, Air Traffic Division, Air Traffic Operations Branch, ACE-530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:****The Rule**

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) removes the Class E airspace area at Lake Winnebago, MO. The FAA is removing this airspace area as a result of the closure of the Lake Winnebago Municipal Airport on June 9, 1995. Class E airspace is no longer needed at this location. Accordingly, since the action revokes controlled airspace and returns that airspace to the users, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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

\* \* \* \* \*

ACE MO E5 Lake Winnebago, MO  
[Removed]

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Issued in Kansas City, MO, on February 18, 1996.

Herman J. Lyons, Jr.,  
Manager, Air Traffic Division, Central Region.  
[FR Doc. 96-10006 Filed 4-23-96; 8:45 am]  
BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-AEA-06]

### Establishment of Class E Airspace; Stevensville, MD

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Stevensville, MD. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 11 at Bay Bridge Airport has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Bay Bridge Airport.

**EFFECTIVE DATE:** 0901 UTC, June 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frances T. Jordan., Airspace Specialist, System Management Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 18, 1995, the FAA proposed to amend part 17 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Bay Bridge Airport, Stevensville, MD (60 FR 65044). The development of a GPS SIAP at Bay Bridge Airport has made this action necessary.

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. Class E airspace designations are published in paragraph 6005 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 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 (14 CFR part 71) establishes a Class E airspace area at Stevensville, MD. The development of a GPS SIAP at Bay Bridge Airport has made this action necessary. The intended effect of this action is to provide adequate Class E airspace for aircraft executing the GPS RWY 11 SIAP at the airport.

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 10034; 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 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 14 CFR 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 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 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AEA MD E5 Stevensville, MD [New]

Bay Bridge Airport, MD  
(Lat. 38°58'35"N, Long. 76°19'47"W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of Bay Bridge Airport.

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Issued in Jamaica, New York on March 22, 1996.

John S. Walker,  
Manager, Air Traffic Division, Eastern Region.  
[FR Doc. 96-10013 Filed 4-23-96; 8:45 am]  
BILLING CODE 4910-13-M

## 14 CFR Part 71

[Airspace Docket No. 95-AWP-14]

### Establishment of Class E Airspace; Auburn, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes a Class E airspace area at Auburn, CA. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 7 has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Auburn Municipal Airport, Auburn, CA.

**EFFECTIVE DATE:** 0901 UTC June 20, 1996.

**FOR FURTHER INFORMATION CONTACT:** William Buck, Airspace Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

#### SUPPLEMENTARY INFORMATION:

##### History

On February 26, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by establishing a Class E airspace area at Auburn, CA (61 FR 7079).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 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 Class E airspace designation listed in this document will be published subsequently in this Order.