

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****[Airspace Docket No. 96-ASO-26]****Removal of Class E5 Airspace; Hemingway, SC****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This amendment removes Class E5 airspace at Hemingway, SC. There are no longer any Instrument Approach Procedures (IAP's) at the Hemingway-Stuckey Airport. Therefore, there is no longer a requirement for Class E5 airspace for the airport.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**FOR FURTHER INFORMATION CONTACT:** Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

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

There are no longer any IAP's at the Hemingway-Stuckey Airport. Consequently, the airport no longer meets the criteria for Class E5 airspace. This action will eliminate the impact that Class E5 airspace has placed on users of the airspace in the vicinity of the airport. This rule will become effective on the date specified in the **DATES** section. Since this action removes the Class E5 airspace, which eliminates the impact of Class E5 airspace on users of the airspace in the vicinity of the Hemingway-Stuckey Airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) removes Class E5 airspace at Hemingway, SC. There are no longer any IAP's at the Hemingway-Stuckey Airport. Therefore, there is no longer a requirement for Class E5 airspace for 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. 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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

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

\* \* \* \* \*

ASO SC E5 Hemingway, SC [Removed]

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Issued in College Park, Georgia, on October 31, 1996.

Benny L. McGlamery,  
*Acting Manager, Air Traffic Division Southern Region.*

[FR Doc. 96-28795 Filed 11-7-96; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71****[Airspace Docket No. 96-ASO-14]****Amendment to Class E2 Airspace; London, KY****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E2 airspace area at London, KY. An automated weather observing system has been installed at the London-Corbin Airport-Magee Field. This system transmits the required weather observations continuously to the

Indianapolis Air Route Traffic Control Center, which is the controlling facility for the airport. Therefore, the Class E2 surface area is amended from part time to continuous.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**FOR FURTHER INFORMATION CONTACT:**

Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

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

On July 10, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at London, KY (61 FR 36313). This action would provide adequate Class E2 airspace for IFR operations at the London-Corbin Airport-Magee Field.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One letter objecting to the proposal was received. The commenter questioned the need for controlled airspace in the absence of air carrier operations, the reliability of the automated weather observing system, the certification date, and other airports with automated weather observing systems and communications with air traffic control. Controlled airspace does not exist as a result of air carrier operations, but rather to accommodate instrument procedures at an airport. The automated weather observing system operating at London, KY, is an Automated Surface Observation System (ASOS), not an Automated Weather Observation System (AWOS) as the commenter stated. The ASOS is the official certified government system, while the AWOS is not. The ASOS was commissioned as an "operational" system at London, KY, on September 18, 1996, and is maintained by dedicated National Weather Service (NWS) technicians, who are on call and operate in accordance with strict time parameters. Other airports that meet the FAA requirements for weather observations and reporting, as well as communications are being, or will be, processed for appropriate airspace action. Class E airspace areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, 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) modifies Class E2 airspace at London, KY. An automated weather observing system has been installed at the London-Corbin Airport—Magee Field. This system transmits the required weather observations continuously to the Indianapolis Air Route Traffic Control Center, which is the controlling facility for the airport. Therefore, the Class E2 surface area is amended from part time to continuous.

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 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

*Paragraph 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

ASO KY E2 London, KY [Revised]

London-Corbin Airport-Magee Field, KY  
(Lat. 37°05'14" N., long. 84°04'37" W.)

Within a 6-mile radius of London-Corbin Airport-Magee Field.

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Issued in College Park, Georgia, on October 31, 1996.

Benny L. McGlamery,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 96–28794 Filed 11–7–96; 8:45 am]

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## 14 CFR Part 71

[Docket No. 96–ACE–17]

### Amendment to Class E Airspace, Knob Noster, MO

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

**ACTION:** Direct final rule, request for comments.

**SUMMARY:** This action amends the Class E airspace area at Whiteman AFB, Knob Noster, MO. A review of military instrument approach procedures found that there is not sufficient Class E airspace and requires an increase of 0.5 mile extension to the north in order to protect the point at which arrivals leave 1,000 feet AGL. The effect of this rule is to provide additional controlled airspace for aircraft executing the SIAPs at Whiteman AFB.

**DATES:** *Effective Date:* March 27, 1997.

*Comment Date:* Comments must be received on or before December 31, 1996.

**ADDRESSES:** Send comments in triplicate to: Manager, Operations Branch, Air Traffic Division, ACE–530, Federal Aviation Administration, Docket Number 96–ACE–17, 601 East 12th St. Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

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

**SUPPLEMENTARY INFORMATION:** The FAA has reviewed the controlled airspace at Whiteman AFB, Knob Noster, MO. The existing Class E airspace does not protect the point at which arrivals leave 1,000 feet AGL. Therefore, we have added a 0.5 mile extension to the north.

The amendment to Class E airspace at Knob Noster, MO, will provide additional controlled airspace to segregate aircraft operating under Visual Flight Rules (VFR) from aircraft operating under Instrument Flight Rules (IFR) procedures while arriving or departing the airport. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to either circumnavigate the area, continue to operate under VFR to and from the airport, or otherwise comply with IFR procedures. Class E airspace areas extending from surface of the earth are published in paragraph 6000 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. Previous actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the Federal Register indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, an adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the Federal Register, and a notice of proposed rulemaking may be published with a new comment period.

### Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications