Engineering Support Manager, Military Business Unit, Chadderton Works, Greengate, Middleton, Manchester M24 1SA, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 1, 1995.

Issued in Renton, Washington, on December 21, 1994.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–2154 Filed 1–27–95; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 71

[Airspace Docket No. 94–AEA–06]

Modification of Class D Airspace and Establishment of Class E Airspace; Baltimore, MD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: An error was discovered in a rule that was published in the **Federal Register** on September 12, 1994, Airspace Docket No. 94–AEA–06. The description for Class E airspace at Baltimore, Martin State Airport, MD, should have contained additional exclusions for other classes of adjacent airspace. These exclusions were inadvertently omitted from the rule. This action corrects that error.

EFFECTIVE DATE: January 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

Federal Register Document 94–21978, Airspace Docket No. 94–AEA–06, published on September 12, 1994 (59 FR 46750), modified the description of Class D airspace and established Class E airspace at Baltimore, Martin State Airport, MD. An error was discovered in the description for Class E airspace at this location. Additional exclusions for the Washington Tri-Area, DC, Class B airspace and Restricted Areas R–4001A and R–4001B located at Aberdeen, MD, were inadvertently omitted from the rule. This action corrects that error.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the description for Class E airspace located at Baltimore, Martin State Airport, MD, as published in the **Federal Register** on September 12, 1994 (59 FR 46750) (**Federal Register** Document 94–21978; page 46751, column 1), and the description in FAA Order 7400.9B, which is incorporated by reference in 14 CFR 71.1 are corrected as follows:

§ 71.1 [Corrected]

On page 46751, in the first column, the description for the Baltimore, Martin State, Airport, MD. Class E airspace is corrected by removing ''Martin NDB.'', located 7 lines from the bottom of the page, and inserting in its place ''Martin NDB, excluding that airspace within the Washington Tri-Area, DC, Class B airspace and Restricted Areas R–4001A and R–4001B when they are in effect.''

Issued in Jamaica, New York, on January 10, 1995.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 95–2239 Filed 1–27–95; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 71

[Airspace Docket No. 94–AWA–4]

Modification of the El Paso International Airport, TX, and the Lincoln Municipal Airport, NE, Class C Airspace Areas and Establishment of the Lincoln Municipal Airport, NE, Class E Airspace Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule modifies the El Paso International Airport, TX, and the Lincoln Municipal Airport, NE, Class C airspace areas. This action will amend the effective hours to coincide with the associated radar approach control facility's hours of operation. This action will not change the designated boundaries or altitudes of these Class C airspace areas. Class C airspace areas are predicated on an operational air traffic control tower (ATCT) serviced by a radar approach control facility. In addition, this action establishes Class E airspace at Lincoln Municipal Airport, NE, when the associated radar approach control facility is not in operation.

EFFECTIVE DATE: 0901 UTC, March 30, 1995.

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 December 2, 1994, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the El Paso International Airport, TX, and the Lincoln Municipal Airport, NE, Class C airspace areas and establish Class E airspace at Lincoln Municipal Airport, NE (59 FR 63940). 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. Class C and E airspace designations are published in paragraphs 4000 and 6002, respectively, of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class C and E airspace designations 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 the El Paso International Airport, TX, and the Lincoln Municipal Airport, NE, Class C airspace areas by amending the effective hours to coincide with the associated radar approach control facility's hours of operation. This action will not change the designated boundaries or altitudes of these Class C airspace areas. In addition, this action establishes the Lincoln Municipal Airport, NE, Class E airspace area when the radar approach control facility is not in operation to provide controlled airspace for instrument procedures.

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