

compliance with this AD, if any, may be obtained from the Atlanta ACO.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on January 29, 1996, to all persons except those persons to whom it was made immediately effective by telegraphic AD T96-01-51, issued on January 3, 1996, which contained the requirements of this amendment.

Issued in Renton, Washington, on January 17, 1996.

Darrell M. Pederson,  
Acting Manager, Transport Airplane  
Directorate, Aircraft Certification Service.  
[FR Doc. 96-845 Filed 1-22-96; 8:45 am]

BILLING CODE 4910-13-P

#### 14 CFR Part 71

[Airspace Docket No. 95-ASO-24]

#### Amendment to Class E Airspace; Jasper, GA

AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Jasper, GA, to accommodate a NDB RWY 04 Standard Instrument Approach Procedure (SIAP) at Canton, GA, for the Cherokee County Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for instrument flight rules (IFR) operations at the airport.

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

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

#### SUPPLEMENTARY INFORMATION:

##### History

On November 24, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace at Jasper, GA (60 FR 58021). This action would provide adequate Class E airspace for IFR operations at the Cherokee County Airport.

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. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1996. 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 E airspace at Jasper, GA, to accommodate a NDB RWY 04 SIAP and for IFR operations at Canton, GA, for the Cherokee County 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 7400.9C, 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 above the surface of the earth.*

\* \* \* \* \*

ASO GA E5 Jasper, GA [Revised]

Jasper/Pickens County Airport, GA  
(lat. 34°27'05" N, long. 84°27'24" W)  
Canton/Cherokee County Airport  
(lat. 34°18'38" N, long. 84°25'26" W)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of the Jasper/Pickens County Airport and within a 8.5-mile radius of the Canton/Cherokee County Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on January 9, 1996.

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

[FR Doc. 96-849 Filed 1-22-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 96-ASO-1]

#### Removal of Class D and E2 Airspace; Lawrenceville, GA

AGENCY: Federal Aviation  
Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** This amendment removes Class D and E2 airspace at Lawrenceville, GA. A non-federal control tower being constructed at the Lawrenceville/Gwinnett County-Briscoe Field Airport, due to be opened in November, 1995, has been delayed indefinitely. Therefore, the Class D and E2 surface area airspace for the airport must be revoked.

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

#### FOR FURTHER INFORMATION CONTACT:

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

#### SUPPLEMENTARY INFORMATION:

##### History

Class D and E2 surface area airspace at Lawrenceville, GA, were established to support the planned opening of a non-federal control tower at the Lawrenceville/Gwinnett County-Briscoe Field Airport. Due to construction problems, the opening has been delayed indefinitely. Therefore, the Class D and E2 airspace are not necessary. This rule will become effective on the date specified in the DATES section. Since this action removes the Class D and E2 surface area airspace, and as a result, eliminates the impact of Class D and E2 airspace on users of the airspace in the vicinity of the Lawrenceville/Gwinnett