

**FOR FURTHER INFORMATION CONTACT:**

Kathy Randolph, Air Traffic Operations Branch, ACE-530C, Federal Aviation Administration, 601 E. 12th St., Kansas City, MO, 64106; telephone (816) 426-3408.

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

On August 2, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at the new Clay County Regional Airport, Mosby, MO (61 FR 40365). The proposed action would provide controlled airspace to accommodate the new SIAP to Clay County Regional 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. Class E airspace areas extending from 700 feet or more above the surface of the earth are published in paragraphs 6005 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) establishes the Class E airspace area at Mosby, MO, by providing additional controlled airspace for aircraft executing the new SIAP to 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 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**

Aviation, 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 7400.9D, 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 from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

ACE MO E5 Mosby, MO [New]

Clay County Regional Airport  
(Lat. 39°19'50"N., long. 94°18'36"W.)  
Mosby NDB  
(Lat. 39°20'46"N., long. 94°18'27"W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Clay County Regional Airport and within 2.5 miles each side of the 007° bearing from the Mosby NDB extending from the 6.4-mile radius of 7.9 miles north of the airport.

\* \* \* \* \*

Issued in Kansas City, MO, on September 12, 1996.

Jack L. Skelton,  
*Acting, Manager, Air Traffic Division, Central Region.*

[FR Doc. 96-25127 Filed 10-1-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Docket No. 96-ACE-8]

**Amendment to Class E Airspace, McCook, NE**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This rule amends the Class E airspace area at McCook Municipal Airport, McCook, NE. The effect of this rule is to provide additional controlled airspace for aircraft executing the new Standard Instrument Approach Procedure (SIAP) at McCook Municipal Airport and departing aircraft to transition into controlled airspace.

**EFFECTIVE DATES:** 0901 UTC October 10, 1996.

**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 published this direct final rule with a request for comments in the Federal Register on July 17, 1996 (61 FR 37204). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 10, 1996. No adverse comments were received, and thus, this notice confirms that this final rule will become effective on that date.

Issued in Kansas City, MO, on August 21, 1996.

Donovan D. Schardt,  
*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 96-25125 Filed 10-1-96; 8:45 am]

BILLING CODE 4910-13-M

**14 CFR Part 71**

[Docket No. 96-ACE-10]

**Amendment to Class E Airspace, Seward, NE**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This rule amends the Class E airspace area at Seward Airport, Seward, Nebraska. The effect of this rule is to provide additional controlled airspace for aircraft executing the new Standard Instrument Approach Procedure (SIAP) at Seward Airport and departing aircraft to transition into controlled airspace.

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

**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 published this direct final rule with a request for comments in the Federal Register on August 6, 1996 (61 FR 40718). The FAA uses the direct final