

**SUPPLEMENTARY INFORMATION:**

**History**

On December 2, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Hazard, KY, (61 FR 63768). This action will provide adequate Class E airspace for IFR operations at Wendell H. Ford 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 7400.9D dated September 4, 1996, 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) establishes Class E airspace at Hazard, KY, to accommodate a VOR/DME RWY 14 and a GPS RWY 14 SIAPs and for IFR operations at Wendell H. Ford Airport. The operating status of the airport will be changed from VFR to include IFR operations concurrent with publication of these SIAPs.

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 FL E5 Hazard, KY [New]

Wendell H. Ford Airport, KY  
(Lat. 37°23'16" N, long. 83°15'43" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Wendell H. Ford Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on February 3, 1997.

Wade T. Carpenter,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 97–3501 Filed 2–11–97; 8:45 am]  
**BILLING CODE 4910–13–M**

**14 CFR Part 71**

**[Airspace Docket No. 96–ASO–35]**

**Establishment of Class E Airspace; Apalachicola, FL**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes Class E airspace at Apalachicola, FL. A NDB RWY 13 and a NDB RWY 31 Standard Instrument Approach Procedures (SIAPs) have been developed for Apalachicola Municipal Airport. Controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate these SIAPs and for instrument flight rules (IFR) operations at the airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of these SIAPs.

**EFFECTIVE DATE:** 0901 UTC, May 22, 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 December 2, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Apalachicola, FL, (61 FR 63766). This action will provide adequate Class E airspace for IFR operations at Apalachicola Municipal 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 7400.9D dated September 4, 1996, 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) establishes Class E airspace at Apalachicola, FL, to accommodate a NDB RWY 13 and a NDB RWY 31 SIAPs and for IFR operations at Apalachicola Municipal Airport. The operating status of the airport will be changed from VFR to include IFR operations concurrent with publication of these SIAPs.

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 FL E5 Apalachicola, FL [New]  
Apalachicola Municipal Airport, FL  
(Lat. 29°43'46" N, long. 85°01'45" W)

That airspace extending upward from 700 feet above the surface within a 7.7-mile radius of Apalachicola Municipal Airport.

\* \* \* \* \*

Issued in College Park, Georgia, on February 3, 1997.

Wade T. Carpenter,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 97–3502 Filed 2–11–97; 8:45 am]

BILLING CODE 4910–13–M

**14 CFR Part 71**

[Airspace Docket No. 96–ASO–34]

**Amendment to Class E Airspace; Eglin AFB, FL**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Eglin AFB, FL. A GPS RWY 32 Standard Instrument Approach Procedure (SIAP) has been developed for Destin-Fort Walton Beach Airport, Destin, FL. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for IFR operations at the airport.

**EFFECTIVE DATE:** 0901 UTC, May 22, 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 December 2, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Eglin AFB, FL (61 FR 63767). This action would provide adequate Class E airspace for IFR operations at Destin-Fort Walton Beach Airport, Destin, FL.

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 7400.9D dated September 4, 1996, 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 Eglin AFB, FL. A GPS RWY 32 SIAP has been developed for Destin-Fort Walton Beach Airport, Destin, FL. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP and for IFR operations 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. 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 FL E5 Eglin AFB, FL [Revised]

Eglin AFB, FL  
(lat. 30°29'13" N, long. 86°31'34" W)  
Eglin AF Aux No. 3 Duke Field  
(lat. 30°39'07" N, long. 86°31'23" W)

Hurlburt Field  
(lat. 30°25'44" N, long. 86°41'20" W)

Destin-Fort Walton Airport  
(lat. 30°24'01" N, long. 86°28'19" W)

Fort Walton Beach Airport  
(lat. 30°24'23" N, long. 86°49'45" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Eglin AFB, Eglin AF Aux No. 3 Duke Field and Hurlburt Field, and within a 7.8-mile radius of Destin-Fort Walton Beach Airport; excluding that airspace within the Crestview, FL, Class E airspace area and a 1.5-mile radius of Fort Walton Beach airport.

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Issued in College Park, Georgia, on February 3, 1997.

Wade T. Carpenter,  
*Acting Manager, Air Traffic Division,  
Southern Region.*

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**14 CFR Part 71**

[Airspace Docket No. 96–ASO–30]

**Amendment to Class E Airspace; Deland, FL**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace area at Deland, FL. An amendment to the NDB or GPS RWY 30 Standard Instrument Approach Procedure (SIAP) has been developed for Deland Muni-Sidney H. Taylor Airport. Additional controlled airspace extending upward from 700 feet above the surface (AGL) is needed to accommodate this SIAP.