**(n) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on December 16, 2011.

**Peter A. White,**

*Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2011–32890 Filed 12–22–11; 8:45 am]

**BILLING CODE 4910–13–P**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2010–1328; Airspace Docket No. 10–AEA–26]**

**Amendment of Class D and E Airspace; Baltimore, MD**

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

**ACTION:** Final rule, correction.

**SUMMARY:** This action corrects the geographic coordinates in the airspace description of a final rule published in the **Federal Register** of November 28, 2011, amending controlled airspace at Martin State Airport, Baltimore, MD.

**DATES:** Effective date: 0901 UTC. February 9, 2012. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

**SUPPLEMENTARY INFORMATION:**

**History**

On November 28, 2011, the FAA published a final rule in the **Federal Register** amending Class D and E airspace at Martin State Airport, Baltimore, MD, and adjusting the geographic coordinates for the airport (76 FR 72837). This action further corrects the geographic coordinates to be in concert with the FAAs aeronautical database.

The Class D and E airspace designations are published in Paragraphs 5000, 6002 and 6004 of FAA order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

**Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, the geographic coordinates listed in the airspace designation for the Class D and Class E airspace areas at Martin State Airport, Baltimore, MD, as published in the **Federal Register** of November 28, 2011, 76 FR 72837, FR Doc. 2011–30489, are corrected as follows:

**AEA MD D Baltimore, Martin State Airport, MD [Corrected]**

Martin State Airport, Baltimore, MD

On page 72837, column 3, line 53, remove (Lat. 39°19′54″ N., long. 76°24′83″ W.) and insert (Lat. 39°19′32″ N., long. 76°24′50″ W.)

**AEA MD E2 Baltimore, Martin State Airport, MD [Corrected]**

Martin State Airport, MD

On page 72838, column 1, line 14, remove (Lat. 39°19′54″ N., long. 76°24′83″ W.) and insert (Lat. 39°19′32″ N., long. 76°24′50″ W.)

**AEA MD E4 Baltimore, Martin State Airport, MD [Corrected]**

Martin State Airport, MD

On page 72838, column 1, line 38, remove (Lat. 39°19′54″ N., long. 76°24′83″ W.) and insert (Lat. 39°19′32″ N., long. 76°24′50″ W.)

Issued in College Park, Georgia, on December 13, 2011.

**Michael Vermuth,**

*Acting Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2011–32847 Filed 12–22–11; 8:45 am]

**BILLING CODE 4910–13–P**

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2011–1057; Airspace Docket No. 11–AEA–21]**

**Amendment of Class E Airspace; Huntington, WV**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E Airspace at Huntington, WV, as the Huntt Non-Directional Beacon (NDB) has been decommissioned and new Standard Instrument Approach Procedures have been developed at Tri-State/Milton J. Ferguson Field Airport. This action enhances the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also updates the airport's geographic coordinates of the airport.

**DATES:** Effective 0901 UTC, February 9, 2012. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

**SUPPLEMENTARY INFORMATION:**

**History**

On October 18, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace at Huntington, WV (76 FR 64295) Docket No. FAA–2011–1057. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Subsequent to publication, the FAA found that the geographic coordinates needed to be adjusted. This action makes that adjustment. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

**The Rule**

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends the Class E airspace extending upward from 700 feet above the surface at Huntington, WV to accommodate the new Standard Instrument Approach Procedures developed for Tri-State/Milton J. Ferguson Field Airport. The Huntt NDB has been decommissioned, and the NDB approach cancelled. The existing Class E airspace extending upward from 700 feet above the surface is modified for the safety and management of IFR operations. This action also updates the geographic coordinates to be in concert with the FAAs aeronautical database.

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, is non-controversial and unlikely to result in adverse or negative