

(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

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 FAA's 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]

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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 FAA's 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

comments. 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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends controlled airspace at Tri-State/Milton J. Ferguson Field Airport, Huntington, WV.

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—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 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.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, effective September 15, 2011, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AEA WV E5 Huntington, WV [Amended]

Tri-State/Milton J. Ferguson Field Airport, Huntington, WV
(Lat. 38°22′01″ N., long. 82°33′31″ W.)

That airspace extending upward from 700 feet above the surface within an 8.2-mile radius of the Tri-State/Milton J. Ferguson Field Airport.

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

Michael Vermuth,

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

[FR Doc. 2011–32803 Filed 12–22–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–0347; Airspace
Docket No. 11–ASO–11]

Establishment of Class D and E Airspace and Amendment of Class E; Punta Gorda, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class D and E airspace and amends existing Class E airspace at Punta Gorda, FL, to accommodate a new air traffic control tower at Punta Gorda Airport. This action enhances the safety and management of Instrument Flight Rules (IFR) operations for standard instrument approach procedures at the airport. This action also changes the airport name and makes a minor adjustment to the 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 September 26, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish Class D and E airspace and amend existing Class E airspace at Punta

Gorda, FL, to accommodate a new air traffic control tower at Punta Gorda Airport (76 FR 59306). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class D and E airspace designations are published in Paragraphs 5000, 6002, 6004, and 6005, respectively, 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 D and E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class D and Class E surface airspace extending upward from the surface to and including 2,500 feet MSL within a 4.5-mile radius of Punta Gorda Airport, Punta Gorda, FL. This action also establishes Class E surface airspace designated as an extension to Class D surface area. The existing Class E airspace area extending upward from 700 feet above the surface is amended to change the airport previously named Charlotte County Airport to Punta Gorda Airport, and adjusts the geographic coordinates to be in concert with the FAA’s aeronautical database. Additional controlled airspace is necessary to support the new air traffic control tower and new standard instrument approach procedures developed for continued safety and management of IFR operations at Punta Gorda 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, is non-controversial and unlikely to result in adverse or negative comments. 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, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the