

procedures in instrument conditions from other aircraft operating in visual weather conditions.

**EFFECTIVE DATE:** 0901 UTC, January 4, 1996.

**FOR FURTHER INFORMATION CONTACT:** William W. Kribble, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294-7568.

**SUPPLEMENTARY INFORMATION:**

**History**

On Friday, July 21, 1995, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Class E5 airspace at Pinecreek, MN (60 FR 37610). The proposal was to add controlled airspace extending from 700 feet to 1200 feet for Instrument Flight Rules (IFR) operations in controlled airspace during portions of the terminal operation and while transiting between the enroute and terminal environments.

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 designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, 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 Class E5 airspace at Piney Pinecreek Border Airport, Pinecreek, MN. Controlled airspace extending upward from 700 to 1200 feet AGL is needed for aircraft executing the approach. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures.

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**

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 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 the 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 The class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AGL MN E5 Pinecreek, MN [New]

(Lat. 49°59'54" N, long. 95°58'45" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Piney Pinecreek Border Airport; excluding that area north of lat. 49°00'00" N (Canadian-U.S. boundary).

\* \* \* \* \*

Issued in Des Plaines, Illinois on October 3, 1995.

Maureen Woods,

*Acting Manager, Air Traffic Division.*

[FR Doc. 95-25848 Filed 10-17-95; 8:45 am]

**BILLING CODE 4910-13-M**

**14 CFR Part 71**

**[Airspace Docket No. 95-ASO-14]**

**Establishment of Class E2 Airspace; Knoxville, TN**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes Class E2 airspace at Knoxville, TN, for Knoxville Downtown Island Airport,

which has a LOC RWY 26 Standard Instrument Approach Procedure (SIAP) and a VOR/DME or GPS-B SIAP. Knoxville/McGhee-Tyson Airport Tower provides approach control service to the surface at Knoxville Downtown Island Airport. Therefore Class E2 airspace is required to accommodate these SIAPs and for instrument flight rules (IFR) operations at the airport.

**EFFECTIVE DATE:** 0901 UTC, January 4, 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 July 25, 1995 the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E2 airspace at Knoxville, TN, (60 FR 37970). This action would provide adequate Class E2 airspace for IFR operations at the Knoxville Downtown Island 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 designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995. The Class E airspace designations 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 E2 airspace at Knoxville, TN, to accommodate current SIAPs and for IFR operations at the Knoxville Downtown Island 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 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

ASO TN E2 Knoxville, TN [New]

Knoxville Downtown Island Airport, TN  
(lat. 35°57'50" N, long. 83°52'25" W)

Within a 4.5-mile radius of Knoxville Downtown Island Airport, excluding that airspace within the Knoxville/McGhee-Tyson Airport, TN, Class C airspace area.

\* \* \* \* \*

Issued in College Park, Georgia, on October 3, 1995.

Wade T. Carpenter,

*Acting Manager, Air Traffic Division,  
Southern Region.*

[FR Doc. 95–25850 Filed 10–17–95; 8:45 am]

**BILLING CODE 4910–13–M**

#### **14 CFR Part 71**

[Airspace Docket No. 95–AGL–6]

#### **Modification of Class E Airspace; Mount Vernon, IL; Correction**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the airport designation of the Mount Vernon, Illinois, Class E2 airspace published in a final rule on August 16, 1995, Airspace Docket Number 95–AGL–6.

**EFFECTIVE DATE:** 0901 UTC, November 9, 1995.

**FOR FURTHER INFORMATION CONTACT:** William W. Kribble, Air Traffic Division, System Management Branch, AGL–530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (708) 294–7568.

#### **SUPPLEMENTARY INFORMATION:**

##### History

Federal Register Document 95–20265, Airspace Docket 95–AGL–6, published on August 16, 1995, (60 FR 42430), modified the hours of the Mount Vernon, Illinois, Class E airspace. An error was discovered in the name of the airport. This action corrects that error by clarifying the name of the airport as Mount Vernon Airport.

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for the Mount Vernon, Illinois, Class E airspace, as published in the Federal Register on August 16, 1995 (60 FR 42430) (Federal Register Document 95–20265; page 42430, column 3), is corrected in the amendment to the incorporation by reference in 14 CFR 71.1 as follows:

#### **§ 71.1 [Corrected]**

AGL IL E2 Mount Vernon, IL  
[Corrected]

Mount Vernon Airport, IL  
(Lat. 38°19'24" N, long. 88°51'31" W)

Mount Vernon-VOR/DME  
(Lat. 38°21'43" N, long. 88°48'26" W)

Within a 4.2-mile radius of Mount Vernon Airport and within 4 miles each side of the Mount Vernon VOR/DME 044° radial extending from the 4.2-mile radius to 9.1 miles northeast of the VOR/DME.

\* \* \* \* \*

Issued in Des Plaines, Illinois on September 29, 1995.

Maureen Woods,

*Acting Manager, Air Traffic Division.*

[FR Doc. 95–25849 Filed 10–17–95; 8:45 am]

**BILLING CODE 4910–13–M**

#### **ENVIRONMENTAL PROTECTION AGENCY**

#### **40 CFR Part 70**

[AD–FRL–5316–2]

#### **Clean Air Act (CAA) Final Full Approval Of Operating Permits Programs; State of Nebraska, City of Omaha, and Lincoln-Lancaster County Health Department (LLCHD) and Delegation of 112(l) Authority**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final full approval.

**SUMMARY:** The EPA is promulgating full approval of the operating permits programs submitted by the state of Nebraska, city of Omaha, and LLCHD for the purpose of complying with Federal requirements for an approvable state program to issue operating permits to all major stationary sources and certain other sources. EPA is also approving, under section 112(l), all three programs for accepting delegation of section 112 standards to enforce air toxics regulations.

**EFFECTIVE DATE:** November 17, 1995.

**ADDRESSES:** Copies of the three submittals and other supporting information used in developing the final full approval are available for inspection during normal business hours at the following location: Environmental Protection Agency, Region VII, 726 Minnesota Avenue, Kansas City, Kansas 66101.

**FOR FURTHER INFORMATION CONTACT:** Christopher D. Hess at (913) 551–7213.

#### **SUPPLEMENTARY INFORMATION:**

##### I. Background and Purpose

##### A. Introduction

Title V of the 1990 Clean Air Act Amendments (sections 501–507 of the Clean Air Act (“the Act”)), and implementing regulations at 40 Code of Federal Regulations (CFR) part 70, require that states develop and submit operating permits programs to EPA by November 15, 1993, and that EPA act to approve or disapprove each program within one year after receiving the submittal. The EPA’s program review occurs pursuant to section 502 of the Act and the part 70 regulations, which together outline criteria for approval or disapproval. Where a program substantially, but not fully, meets the requirements of part 70, EPA may grant the program interim approval for a period of up to two years. If EPA has not fully approved a program by two years after the November 15, 1993, date (or by the end of an interim program), it must establish and implement a Federal program.

On January 31, 1995, EPA proposed full approval of the operating permits program for LLCHD (60 FR 5883–87). Furthermore, on April 3, 1995, EPA proposed approval of delegation for 112(l) for LLCHD (60 FR 16829–30). Public comments were received on (60 FR 5883–87) which are addressed in section II of this notice. None were received on 60 FR 16829–30.

On March 7, 1995, EPA proposed full approval of the operating permits program for the state of Nebraska and city of Omaha (60 FR 12521–24). The