

**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 the 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 5000 Class D airspace areas within all aircraft operators are subject to operating rules and equipment requirements of Part 91 of the Federal Aviation Regulations (14 CFR 91.129).*

\* \* \* \* \*

**AGL ND D Grand Forks, ND [Revised]**

Grand Forks International Airport, ND  
(Lat. 47°56'58"N, long. 97°10'34"W)

That airspace extending upward from the surface to and including 3,300 feet MSL within a 4.2-mile radius of Grand Forks International Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 The Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

**AGL ND E2 Grand Forks, ND [New]**

Grand Forks International Airport, ND  
(Lat. 47°56'58"N, long. 97°10'34"W)

Grand Forks VOR/DME

(Lat. 47°57'17"N, long. 97°11'07"W)

Within a 4.2-mile radius of Grand Forks International Airport, and within 2.5 miles each side of the Grand Forks VOR/DME 007° radial extending from the 4.2-mile radius of the airport to 7 miles north of the VOR/DME and within 2.5 miles each side of the Grand Forks VOR/DME 173° radial extending from the 4.2-mile radius of the airport to 7 miles south of the VOR/DME. The Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.*

\* \* \* \* \*

**AGL ND E4 Grand Forks, ND [Revised]**

Grand Forks International Airport, ND

(Lat. 47°56'58"N, long. 97°10'34"W)

Grand Forks VOR/DME

(Lat. 47°57'17"N, long. 97°11'07"W)

That airspace extending upward from the surface within 2.5 miles each side of the Grand Forks VOR/DME 007° radial extending from the 4.2-mile radius of the airport to 7 miles north of the VOR/DME and within 2.5 miles each side of the Grand Forks VOR/DME 173° radial extending from the 4.2-mile radius of the airport to 7 miles south of the VOR/DME. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

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

\* \* \* \* \*

**AGL ND E5 Grand Forks, ND [Revised]**

Grand Forks International Airport, ND

(Lat. 47°56'58"N, long. 97°10'34"W)

Grand Forks Air Force Base, ND

(Lat. 47°57'40"N, long. 97°24'04"W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Grand Forks International Airport and within a 7-mile radius of Grand Forks AFB, and within 3 miles each side of the ILS Localizer north course, from the Grand Forks International Airport, extending from the 7-mile radius to 10 miles north of the airport, and that airspace extending upward from 1,200 feet above the surface within a 34-mile radius of Grand Forks AFB, within the state of North Dakota.

\* \* \* \* \*

Issued in Des Plaines, Illinois on July 1, 1997.

**Maureen Woods,**

*Manager, Air Traffic Division.*

[FR Doc. 97–19255 Filed 7–22–97; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

**[Airspace Docket No. 97–ASO–7]**

**Amendment to Class D Airspace;  
Miami Opa Locka Airport, FL, and  
Hollywood North Perry Airport, FL**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class D airspace areas at Miami Opa Locka Airport, FL, and Hollywood North Perry Airport, FL. As a result of a recent airspace review of the Class D

airspace areas at both locations, it was determined that additional controlled airspace extending upward from the surface is needed to accommodate Instrument Flight Rules (IFR) operations at the Opa Locka and North Perry Airports.

**DATES:** Effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Wade Carpenter, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 0305–5581.

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

On April 14, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class D airspace at Miami Opa Locka Airport, FL and Hollywood North Perry Airport, FL, (62 FR 18065). This action would provide adequate Class D airspace for IFR operations at the Opa Locka and North Perry Airports.

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 D airspace designations are published in Paragraph 5000 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 D 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 the Class D airspace at Miami Opa Locka Airport, FL, and Hollywood North Perry Airport, FL, to provided the additional controlled airspace required to accommodate IFR operations at the Opa Locka and North Perry Airports.

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 5000 Class D airspace.*

\* \* \* \* \*

#### ASO FL D Miami, Opa Locka Airport, FL [Revised]

Miami, Opa Locka Airport, FL  
(Lat. 25°54'26" N, long. 80°16'48" W)  
North Perry Airport  
(Lat. 26°00'05" N, long. 80°14'26" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.3-mile radius of Opa Locka Airport excluding that airspace south of 25°52'03" N, and that portion north of a line connecting the 2 points of intersection with a 4-mile radius centered on the North Perry Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

#### ASO FL D Hollywood, FL [Revised]

Hollywood, North Perry Airport, FL  
(Lat. 26°00'05" N, long. 80°14'26" W)  
Opa Locka Airport  
(Lat. 25°54'26" N, long. 80°16'48" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4-mile radius of the North Perry Airport; excluding the portion north of the north boundary of the Miami, FL, Class D airspace area and that portion south of a line connecting the 2 points of intersection with a 4.3-mile circle centered on the Opa Locka Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will

thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

Issued in College Park, Georgia, on June 26, 1997.

**Wade T. Carpenter,**

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

[FR Doc. 97–19257 Filed 7–22–97; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97–AGL–13]

#### Modification of Class E Airspace; Mitchell, SD, Mitchell Municipal Airport

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Mitchell, SD. The Class E airspace effective times and dates are being changed to 24 hours per day continuous. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approaches. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

**DATES:** Effective 0901 UTC, September 11, 1997.

**FOR FURTHER INFORMATION CONTACT:** Manuel A. Torres, Air Traffic Division, Operations Branch, AGL–530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294–7568.

#### SUPPLEMENTARY INFORMATION:

##### History

On Thursday April 24, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class E airspace at Mitchell, SD (62 FR 19953). The proposal was to add controlled airspace extending upward from the surface to contain 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 areas extending upward

from the surface of the earth are published in paragraph 6002 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) modifies Class E airspace at Mitchell, SD, to accommodate the change of airspace effective times and dates to 24 hours per day continuous. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approaches. 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

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#### PART 71—[AMENDED]

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**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 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective