14 CFR Part 71

[Airspace Docket No. 96–ASO–28]

Amendment to Class E Airspace; Miami, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Miami, FL. A GPS RWY 9R Standard Instrument Approach Procedure (SIAP) has been developed for the North Perry Airport at Hollywood, 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 operating status of the airport will change from VFR to include IFR operations concurrent with publication of this SIAP.

EFFECTIVE DATE: 0901 UTC, March 27, 1997.

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 October 21, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Miami, FL (61 FR 54587). This action would provide adequate Class E airspace for IFR operations at the North Perry 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) modifies Class E airspace at Miami, FL. A GPS RWY 9R Standard Instrument Approach Procedure (SIAP) has been developed for the North Perry Airport at Hollywood, 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 operating status of the airport will change from VFR to include IFR operations concurrent with publication of this SIAP.

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 Miami, FL [Revised]

Miami International Airport, FL
    (Lat. 25°47′35″ N, long. 80°17′25″ W)
Dade County-Homestead Regional Airport
    (Lat. 25°29′18″ N, long. 80°23′01″ W)
Opa Locka Airport
    (Lat. 25°54′25″ N, long. 80°16′42″ W)
Fort Lauderdale-Hollywood International Airport
    (Lat. 26°04′21″ N, long. 80°09′10″ W)
Kendall-Tamiami Executive Airport

    (Lat. 25°38′52″ N, long. 80°25′58″ W)
QEEZY LOM
    (Lat. 25°38′14″ N, long. 80°30′17″ W)
Fort Lauderdale Executive Airport
    (Lat. 26°11′50″ N, long. 80°10′14″ W)
Pompano Beach Airpark
    (Lat. 26°14′49″ N, long. 80°06′40″ W)
North Perry Airport
    (Lat. 26°00′05″ N, long. 80°14′26″ W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport, Dade County-Homestead Regional Airport, Opa Locka Airport, Fort Lauderdale-Hollywood International Airport and Kendall-Tamiami Executive Airport, and within 2.4 miles each side of the 267° bearing from the QEEZY LOM extending from the 7-mile radius to 7 miles west of the LOM, and within a 6.5-mile radius of Fort Lauderdale Executive Airport, Pompano Beach Airpark and North Perry Airport.

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Issued in College Park, Georgia, on December 23, 1996.

Lacy E. Wright,

Acting Manager, Air Traffic Division Southern Region.

[FR Doc. 97–305 Filed 1–7–97; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 96–ASO–24]

Amendment to Class E Airspace; Claxton, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Claxton, GA. A NDB RWY 9 Standard Instrument Approach Procedure (SIAP) has been developed for the Claxton-Evans County Airport. 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, March 27, 1997.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, System Management Branch, Air Traffic Division, Federal Aviation Administration, PO Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5570.

SUPPLEMENTARY INFORMATION:

History

On October 21, 1996, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Claxton, GA (61 FR 54586). This action would provide adequate Class E