

September 16, 1996, is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

ASO FL D Homestead, FL [Revised]

Dade County-Homestead Regional Airport, FL

(Lat. 25°29'18" N, long. 80°23'01" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5.5-mile radius of Dade County-Homestead Regional Airport.

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ASO FL E2 Homestead, FL [Removed]

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Issued in College Park, Georgia, on January 23, 1997.

Benny L. McGlamery,

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

[FR Doc. 97-2744 Filed 2-3-97; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 97-ASO-1]

#### Amendment to Class D Airspace; Miami Opa Locka Airport, FL

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class D airspace description at Miami Opa Locka Airport, FL. As a result of an amendment to Class D airspace at Hollywood, FL, effective March 27, 1997, a technical amendment to the Miami Opa Locka Airport, FL, Class D airspace is necessary to reflect the modification to the Class D airspace at Hollywood, FL.

**EFFECTIVE DATE:** 0901 UTC, March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

#### SUPPLEMENTARY INFORMATION:

##### History

The Class D airspace at Hollywood, FL, is amended effective March 27, 1997, to accommodate a GPS RWY 9R Standard Instrument Approach Procedure (SIAP) at North Perry Airport. The radius of the Class D airspace at Hollywood, FL, is a reference point in the Class D airspace description for Miami Opa Locka Airport, FL. Therefore, a technical amendment to the Class D airspace description for the Miami Opa Locka Airport, FL, is

necessary. This action will have no impact on the users of the airspace in the vicinity of the airport. This rule will become effective on the date specified in the **DATES** section. Since this action only makes a technical amendment to the Class D airspace, which has no impact on users of the airspace in the vicinity of the Miami Opa Locka Airport, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

#### The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) modified the Class D airspace description at Miami Opa Locka Airport, FL, to reflect the amendment to the Class D airspace at Hollywood, FL.

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)

Miami VORTAC

(Lat. 25°57'48" N, long. 80°27'38" 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 3.5-mile radius of Opa Locka Airport and within 1.6 miles each side of the Miami VORTAC 108° radial, extending from the 3.5-mile radius to 5 miles east of the VORTAC; excluding that airspace south of 25°52'03" N, and that portion north of a line connecting the 2 points of intersection with a 3.5-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.

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Issued in College Park, Georgia, on January 23, 1997.

Benny L. McGlamery,

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

[FR Doc. 97-2743 Filed 2-3-97; 8:45 am]

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#### 14 CFR Part 71

[Docket No. 96-ACE-17]

#### Amendment to Class E Airspace, Knob Noster, MO

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This rule amends the Class E airspace area at Whiteman AFB, Knob Noster, MO. A review of Class E airspace revealed a need to increase the airspace area to contain Instrument Flight Rules (IFR) operations at Whiteman AFB. The effect of this rule is to provide additional controlled airspace for aircraft executing the Standard Instrument Approach Procedures (SIAP).

**EFFECTIVE DATE:** 0901 UTC March 27, 1997.

**FOR FURTHER INFORMATION CONTACT:** Kathy Randolph, Air Traffic Division, Operations Branch, ACE-530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number: (816) 426-3408.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the Federal Register on November 8, 1996, (61 FR 57772). The FAA uses the direct final rulemaking procedure for a non-