

- Fairchild SB 226–24–023, Issued: October 25, 1985, Revised: January 23, 1989;
- Fairchild SB 227–24–005, Issued: October 25, 1985, Revised: January 23, 1989;
- Fairchild SB 226–24–026, Issued: May 27, 1987;
- Fairchild SB 24–018, Issued: October 22, 1980, Revised: January 7, 1981;
- Fairchild SB 226–24–031, dated July 27, 1989;
- Fairchild SB 227–24–012, Issued: May 4, 1989, Revised: July 27, 1989.

#### Need for the Correction

Reference in paragraph (a) of AD 97–11–13 includes an incorrect date for Fairchild Service Bulletin (SB) 227–24–008. The date of this SB in paragraph (a) of this AD is Issued: October 25, 1985, Revised: January 23, 1989. The correct date should be Issued: March 18, 1988, Revised: February 22, 1989. All other reference in the AD is correct. As written, owners/operators of certain Fairchild SA227 series airplanes may not realize what service bulletin they would need to accomplish the actions of AD 97–11–13, and could not obtain Fairchild SB 227–24–008 based on the date that is currently printed in paragraph (a) of AD 97–11–13.

#### Correction of Publication

Accordingly, the publication of May 29, 1997 (62 FR 28999), of Amendment 39–10042; AD 97–11–13, which was the subject of FR Doc. 97–14076, is corrected as follows:

#### § 39.13 [Corrected]

On page 29000, in the third column, section 39.13, the eighth and ninth lines in paragraph (a) of AD 97–11–13, correct “Issued: October 25, 1985, Revised: January 23, 1989,” to “Issued: March 18, 1988, Revised: February 22, 1989”.

Action is taken herein to correct this reference in AD 97–11–13 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains July 11, 1997.

Issued in Kansas City, Missouri, on July 16, 1997.

**Carolanne L. Cabrini,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97–19262 Filed 7–22–97; 8:45 am]

BILLING CODE 4910–13–U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97–AGL–17]

#### Modification of Class D Airspace and Establishment and Modification of Class E Airspace; Grand Forks, ND, Grand Forks International Airport

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class D airspace, establishes Class E surface area airspace, and modifies existing Class E airspace at Grand Forks, ND. Operation of the air traffic control tower for less than 24 hours per day, and a re-evaluation of the airspace requirements for the exiting instrument approach procedures necessitate these changes to the existing controlled airspace for Grand Forks International Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. 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 Friday, April 25, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify Class D airspace, establish Class E surface area airspace, and to modify existing Class E airspace at Grand Forks, ND (62 FR 20135). The proposal was to add controlled airspace extending upward from the surface to contain Instrument Flight Rules (IFR) operations 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 D airspace designations for airspace areas within

which all aircraft operators are subject to operating rules and equipment requirements of Part 91 of the Federal Aviation Regulations (14 CFR 91.129) are published in paragraph 5000, Class E airspace designations for airspace areas designated as a surface area for an airport are published in paragraph 6002, Class E airspace designations for airspace areas designated as an extension to a Class D or Class E surface area are published in paragraph 6004, and 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 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class D and 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) modifies Class D airspace, establishes Class E surface area airspace, and modifies existing Class E airspace at Grand Forks, ND. This action provides adequate Class D airspace and Class E airspace for operators executing instrument flight procedures at Grand Forks International Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing instrument approach procedures. 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 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