

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.

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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.

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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.

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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]

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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

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

* * * * *

AGL SD E2 Mitchell, SD [Revised]

Mitchell Municipal Airport, SD
(Lat. 43°46'29" N, long. 98°02'19" W)
Mitchell VOR/DME
(Lat. 43°46'37" N, long. 98°02'15" W)

Within a 4.2-mile radius of Mitchell Municipal Airport and within 2.4 miles each side of the Mitchell VOR/DME 149° radial, extending from the 4.2-mile radius zone to 7 miles southeast of the VOR/DME; and within 2.4 miles each side of the Mitchell VOR/DME 301° radial, extending from the 4.2-mile radius zone to 7 miles northwest of the VOR/DME.

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Issued in Des Plaines, Illinois on June 26, 1997.

Maureen Woods,

Manager, Air Traffic Division.

[FR Doc. 97-19256 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-16]

Establishment and Modification of Class E Airspace; Ironwood, MI, Ironwood Gogebic County Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This section establishes Class E Surface area airspace, and modifies Class E airspace at and above 700 feet above ground level (AGL) at Ironwood, MI. The introduction of the Automated Weather Observing System (AWOS-3) at the airport and a reevaluation of the airspace requirements for the existing instrument approach procedures necessitated these changes to the existing controlled airspace for the 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 establish Class E surface area airspace and modify the Class E airspace at and above 700 feet AGL at Ironwood, MI (62 FR 20136). 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 airspace areas designated as a surface area for an airport are published in paragraph 6002, 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 incorporate 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 E surface area airspace and modifies the Class E airspace at and above 700 feet AGL at Ironwood, MI, to provide adequate Class E airspace for operators executing instrument flight procedures at Ironwood Gogebic County 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 6002 The Class E airspace areas designated as a surface area for an airport.

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AGL MI E2 Ironwood, MI [New]

Ironwood Gogebic County Airport, MI
(Lat. 46°31'39" N, long. 90°07'53" W)
Ironwood ILS
(Lat. 46°31'39" N, long. 90°09'12" W)
Ironwood VORTAC
(Lat. 46°31'56" N, long. 90°07'33" W)

Within a 4.1-mile radius of Ironwood Gogebic County Airport, and within 3.5 miles each side of the ILS Localizer east course, extending from the 4.1-mile radius to 10.2 miles east of the airport, and that airspace within 2.4 miles each side of the Ironwood VORTAC 260° radial extending from the 4.1-mile radius to 7 miles west of the VORTAC.

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

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AGL MI E5 Ironwood, MI [Revised]

Ironwood Gogebic County Airport, MI
(Lat. 46°31'39" N, long. 90°07'53" W)
Ironwood ILS
(Lat. 46°31'39" N, long. 90°09'12" W)
Ironwood VORTAC
(Lat. 46°31'56" N, long. 90°07'33" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile