

Part 1 of Jetstream Service Bulletin J41-32-049, Revision 1, dated January 15, 1996.

Note 3: Accomplishment of the visual inspection in accordance with Part 1 of Jetstream Service Bulletin J41-32-049, dated November 21, 1995, is considered acceptable for compliance with this paragraph.

(1) If no cracking is detected, repeat this inspection thereafter at intervals not to exceed 50 hours time-in-service until the requirements of paragraph (b) of this AD have been accomplished.

(2) If any cracking is detected, prior to further flight, replace the drag brace with a drag brace that has Jetstream part number (P/N) AIR84352-4 and a centralized lightening hole, in accordance with Part 2 of Jetstream Service Bulletin J41-32-049, Revision 1, dated January 15, 1996. This replacement constitutes terminating action for the repetitive inspections and replacement of that brace required by paragraphs (a) and (b), respectively, of this AD.

Note 4: Accomplishment of the replacement in accordance with Part 2 of Jetstream Service Bulletin J41-32-049, dated November 21, 1995, is considered acceptable for compliance with paragraphs (a)(2) and (b) of this AD.

(b) Within two years after the effective date of this AD, replace any MLG drag brace that has P/N AIR84352-0 through AIR84352-4, inclusive, and an offset lightening hole, with a drag brace that has Jetstream P/N AIR84352-4 and a centralized lightening hole, in accordance with Part 2 of Jetstream Service Bulletin J41-32-049, Revision 1, dated January 15, 1996. This replacement constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections and replacements shall be done in accordance with Jetstream Service Bulletin J41-32-049, Revision 1, dated January 15, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1, 3	1	Jan. 15, 1996.

Page No.	Revision level shown on page	Date shown on page
2, 4-9	Original	Nov. 21, 1995.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on March 11, 1997.

Issued in Renton, Washington, on January 28, 1997.

Darrell M. Pederson,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.
[FR Doc. 97-2609 Filed 2-3-97; 8:45 am]
BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 97-ASO-2]

Amendment to Class D Airspace; Homestead, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment removes the Class D reference to effective days and times, and revokes the Class E2 airspace at Homestead, FL. The control tower is open continuously at the airport. Therefore, the reference to effective days and times, and the Class E2 airspace is not necessary. This amendment also reflects the current name of the airport. The name of the airport has changed from Homestead AFB to Dade County-Homestead Regional Airport.

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 control tower at Homestead, FL, is open continuously. Therefore, the reference to days and times in the Class D airspace description can be deleted. As a result, the Class D airspace becomes continuous and the Class E2 airspace can be removed. The former

Homestead AFB has been redesignated Dade County-Homestead Regional Airport. 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 and eliminates the requirement for Class E2 airspace, which has no impact on users of the airspace in the vicinity of the 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) modifies the Class D airspace description at Homestead, FL, to reflect that the airspace is continuous, removes the Class E2 airspace and corrects the name of the airport from Homestead AFB to Dade County-Homestead Regional Airport.

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 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]

BILLING CODE 4910-13-M

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-