

airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of airplane controllability, or engine overspeed with consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight, accomplish the following:

(a) Within 30 days after the effective date of this AD, revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to include the following statements. This may be accomplished by inserting a copy of this AD or Lockheed AFM 382/E/G, Revision 24, dated November 15, 1996, into the AFM.

Positioning of power levers below the flight idle stop while the airplane is in-flight is prohibited. Such positioning may lead to loss of airplane control or may result in an overspeed condition and consequent loss of engine power.

(b) 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, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Operations Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(c) 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.

(d) Except as provided by paragraph (a) of this AD, the AFM revision shall be done in accordance with Lockheed Airplane Flight Manual (AFM) 382/E/G, Revision 24, dated November 15, 1996, which contains the following list of effective pages:

Page No.	Revision level shown on page
Log of Revisions	24
Page viE/(viF Blank)	

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 Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. 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.

(e) This amendment becomes effective on November 24, 1997.

Issued in Renton, Washington, on October 10, 1997.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-27579 Filed 10-17-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ANM-02]

Amendment of Class E Airspace; Alamosa, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Alamosa, CO, Class E airspace by increasing the radius of the Class E surface area, and by expanding the lateral boundaries of the Class E airspace at and above 1,200 feet Above Ground Level (AGL). The additional controlled airspace is necessary to contain two Standard Instrument Approach Procedures (SIAP) which have recently been developed for the Alamosa Airport. The intended effect of this action is to provide the additional controlled airspace necessary to enable the FAA to provide Instrument Flight Rules (IFR), Air Traffic Control (ATC) services and separation to IFR aircraft operating on the SIAP's and transitioning between the terminal and en route environments. The areas will be depicted on aeronautical charts for pilot reference.

EFFECTIVE DATE: 0901 UTC, November 19, 1997.

FOR FURTHER INFORMATION CONTACT: Ted Melland, ANM-520.1, Federal Aviation Administration, Docket No. 97-ANM-02, 1601 Lind Avenue S.W., Renton, Washington, 98055-4056; telephone number: (425) 227-2536.

SUPPLEMENTARY INFORMATION:

History

On April 2, 1997, the FAA proposed to amend Part 71 of Federal Aviation Regulations (14 CFR part 71) to provide additional Class E airspace area at Alamosa, Colorado (62 FR 15635). The recent commissioning of the Alamosa

Instrument Landing System (ILS), and Global Positioning System (GPS) SIAP requires adjustment of Class E airspace in order to segregate aircraft operating in instrument flight conditions from aircraft operating in visual flight conditions. Interested parties were invited to participate in the rulemaking proceeding by submitting written comments on the proposal. No comments were received. The coordinates for this airspace docket are based on North American Datum 83. This action is the same as described in the proposal. Class E airspace designated as a surface area for an airport and airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6002 and paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, 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 action amends 14 CFR part 71 Class E airspace at Alamosa, CO. The portion of the existing airspace area extending upward from the surface will be expanded by increasing the radius of the area from 4.3 nautical miles (NM) to 5 NM. Where a SIAP has been designated for the airport and communications and weather reporting criteria are met, the FAA establishes Class E airspace extending upward from the surface to the base of overlying controlled airspace to contain terminal instrument operations if such action is justified and/or in the public interest. This action also expands and simplifies the portion of the area extending upward from 1,200 feet AGL by redefining the lateral boundaries of the area. The FAA establishes Class E airspace extending upward from 1,200 feet AGL where necessary to contain aircraft transitioning between the terminal and en route environments. The FAA has recently established GPS and ILS SIAP's for use by aircraft arriving at the Alamosa Airport. The additional Class E airspace established by this rule is necessary to accommodate the new SIAP's. The intended effect of this action is to provide the controlled airspace necessary to enable the FAA to provide IFR ATC services and separation to IFR aircraft operating on the GPS and ILS SIAP's, and while transitioning between the en route and terminal environments. The areas will be depicted on appropriate aeronautical charts for pilot reference.

The FAA has determined that this proposed 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 14 CFR part 71 is amended as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR part 71.1 of the Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

* * * * *

ANM CO E2 Alamosa, CO [Revised]

Alamosa, San Luis Valley Regional/Bergman Field, CO

(lat. 37°26'06" N, long. 105°52'01" W)
Alamosa VORTAC

(lat. 37°20'57" N, long. 105°48'56" W)

Within a 5-mile radius of the San Luis Valley Regional/Bergman Field, and within 3 miles each side of the Alamosa VORTAC 127° and 335° radials extending from the 5-mile radius to 10.1 miles southeast of the VORTAC. 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.

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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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ANM CO E5 Alamosa, CO [Revised]

Alamosa, San Luis Valley Regional/Bergman Field, CO

(lat. 37°26'06" N, long. 105°52'01" W)

Alamosa VORTAC

(lat. 37°20'57" N, long. 105°48'56" W)

That airspace extending upward from 700 feet above the surface within 8.7 miles northeast and miles southwest of the Alamosa VORTAC 335° and 155° radials extending from 20.1 miles northwest to 10.5 miles southeast of the VORTAC, and within 1.8 miles northwest and 5.3 miles southeast of the Alamosa VORTAC 200° radial extending from the VORTAC to 14 miles southwest of the VORTAC; that airspace extending upward from 1,200 feet above the surface within an area bounded by a point beginning at lat. 37°37'00" N, long. 106°14'00" W; lat. 37°44'00" N, long. 105°55'00" W; lat. 37°52'00" N, long. 105°43'00" W; lat. 37°49'00" N, long. 105°31'00" W; lat. 37°20'30" N, long. 105°18'00" W; lat. 37°03'30" N, long. 105°18'00" W; lat. 37°01'30" N, long. 105°46'00" W; lat. 37°05'25" N, long. 106°02'00" W; lat. 37°09'00" N, long. 106°19'00" W; lat. 37°17'00" N, long. 106°21'00" W; thence to the point of beginning.

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Issued in Seattle, Washington, on September 9, 1997.

Glenn A. Adams III,

*Assistant Manager, Air Traffic Division,
Northwest Mountain Region.*

[FR Doc. 97–27364 Filed 10–17–97; 8:45 am]

BILLING CODE 4910–13–M

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1203

RIN 2700–AC26

Information Security Program

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Final rule.

SUMMARY: NASA is amending 14 CFR Part 1203 by revising subpart H, "Delegation of Authority to Make Determinations in Original Classification Matters." This amendment changes the designated officials for Secret and Confidential authority, deletes old NASA position titles, replaces them with current NASA organization position titles, and adds original declassification authorities in

compliance with Executive Order 12958.

EFFECTIVE DATE: October 20, 1997.

FOR FURTHER INFORMATION CONTACT:

Erwin V. Minter, 202–358–2314.

SUPPLEMENTARY INFORMATION: NASA published 14 CFR Part 1203 subpart H in the **Federal Register** on November 9, 1988 (53 FR 45259). It identified NASA officials who are authorized to make, modify, or eliminate security classification assignments to information under their jurisdiction for which NASA has original classification authority. This amendment reflects NASA's current organizational position titles.

Since this action is internal and administrative in nature and does not affect the existing regulations, notice and public comment are not required.

The National Aeronautics and Space Administration has determined the following:

1. This rule is not subject to the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601–612, since it will not exert a significant economic impact on a substantial number of small entities.

2. This rule is not a major rule as defined in Executive Order 12866.

List of Subjects in 14 CFR Part 1203

Security Classified information, Foreign relations, Security measures.

For reasons set out in the Preamble, 14 CFR part 1203 is amended as follows:

PART 1203—INFORMATION SECURITY PROGRAM

1. The authority citation for Part 1203 is revised to read as follows:

Authority: 42 U.S.C. 2451 *et seq.* and E.O. 12958, 60 FR 19825, 3 CFR, 1995 Comp., p. 333.

2. Subpart H is revised to read as follows:

Subpart H—Delegation of Authority to Make Determinations in Original Classification Matters.

Sec.

1203.800 Delegations.

1203.801 Redelegation.

1203.802 Reporting.

Subpart H—Delegation of Authority to Make Determinations in Original Classification

§ 1203.800 Delegations.

(a) The NASA officials listed in paragraph (b) (1) and (2) of this section are authorized to make, modify, or eliminate security classification assignments to information under their jurisdiction for which NASA has original classification authority. Such