

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.

Note 3: The subject of this AD is addressed in Spanish airworthiness directive 07/94, dated October 1994.

(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. 97-27581 Filed 10-17-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-08-AD; Amendment 39-10166; AD 97-21-13]

RIN 2120-AA64

Airworthiness Directives; Lockheed Model 382 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Lockheed Model 382 series airplanes, that requires revising the Airplane Flight Manual (AFM) to prohibit the positioning of the power levers below the flight idle stop, and to provide a statement of the consequences of positioning the power levers below the flight idle stop. This amendment is prompted by incidents and accidents involving airplanes equipped with turboprop engines in which the propeller beta was used improperly during flight. The actions specified by this AD are intended to prevent loss of airplane controllability, or engine overspeed and consequent loss of engine power caused by the power levers being positioned below the flight idle stop while the airplane is in flight.

DATES: Effective November 24, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 24, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be

examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia.

FOR FURTHER INFORMATION CONTACT: Thomas Peters, Aerospace Engineer, Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone (707) 703-6063; fax (707) 703-6097.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Lockheed Model 382 series airplanes was published in the **Federal Register** on March 26, 1997 (62 FR 14369). That action proposed to require revising the Limitations Section of the Airplane Flight Manual (AFM) to prohibit the positioning of the power levers below the flight idle stop, and to provide a statement of consequences of positioning the power levers below the flight idle stop.

Interim Action

This is considered interim action until final action is identified, at which time the FAA may consider further rulemaking.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

There are approximately 18 Lockheed Model 382 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 18 airplanes of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the AD on U.S. operators is estimated to be \$1,080, or \$60 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of

the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the rules docket. A copy of it may be obtained from the rules docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

97-21-13 Lockheed Aeronautical Systems

Company: Amendment 39-10166.
Docket 97-NM-08-AD.

Applicability: All Model 382 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For

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]

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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.