

been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent the captain and first officer crew seats from sliding freely on the track, which could result in uncommanded movement of the seats and reduced controllability of the airplane, accomplish the following:

(a) Within 90 days after the effective date of this AD, perform a visual inspection of the seat identification labels of the captain and first officer crew seats to determine whether these seats were modified by installing a bearing retaining pin in the tracklock bracket assembly of the seats, and whether the seats were marked by an identification label, in accordance with IPECO Service Bulletin A001-25-74, Issue 2, dated May 6, 1993, or IPECO Service Bulletin A001-25-92, Issue 1, dated June 2, 1997.

(i) If the modification and marking of the crew seats were accomplished in accordance with service bulletin A001-25-74 or A001-25-92, no further action is required by this AD.

(ii) If the modification and marking were not accomplished in accordance with either service bulletin, within 90 days after the effective date of this AD, accomplish the modification (installation of a bearing retaining pin in the tracklock bracket assembly of the captain and first officer crew seats), and the marking of the seat identification label; in accordance with IPECO Service Bulletin A001-25-92, Issue 1, dated June 2, 1997.

(b) As of the effective date of this AD, no person shall install on any airplane a pilot/co-pilot (captain/first officer) crew seat that does not bear the marking "A001-25-74" or "A001-25-92" on the seat identification label.

(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, Seattle Aircraft Certification Office (ACO), 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, Seattle ACO.

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

(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 actions shall be done in accordance with IPECO Service Bulletin A001-25-92, Issue 1, dated June 2, 1997; or IPECO Service Bulletin A001-25-74, Issue 2, dated May 6, 1993.

(1) The incorporation by reference of IPECO Service Bulletin A001-25-92, issue 1, dated June 2, 1997, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of IPECO Service Bulletin A001-25-74, Issue 2, dated May 6, 1993, was approved previously by the Director of the Federal Register as of August 24, 1993 (58 FR 42192, August 9, 1993).

(3) Copies may be obtained from IPECO, Inc., 3882 Del Amo Boulevard, suite 604, Torrance, California 90503. 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 September 24, 1997.

Issued in Renton, Washington, on September 3, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-23862 Filed 9-8-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. No. 97-ASO-5]

Amendment to Class E Airspace; Titusville, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace area at Titusville, FL. Global Positioning System (GPS) Runway (RWY) 15 and RWY 33 Standard Instrument Approach Procedures (SIAPs) have been developed for the Arthur Dunn Air Park. Additional controlled airspace extending upward from 700 feet Above Ground Level (AGL) is needed to accommodate the SIAPs. The operating status of the airport will change from Visual Flight Rules (VFR) to include Instrumental Flight Rules (IFR) operations concurrent with publication of the SIAPs

EFFECTIVE DATE: 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5576.

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 E airspace at Titusville,

FL (62 FR 18067). This action would provide adequate Class E airspace for IFR operations at the Arthur Dunn Air Park. Designations for Class E airspace extending upward from 700 feet or more above the surface 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 Part 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One comment was received objecting to the proposal. The United States Air Force objected to the proposed Class E airspace citing general safety concerns over parachute jumping activity and radar coverage in the vicinity of Arthur Dunn Air Park.

This FAA response action will enhance safety by lowering the floor of existing Class E airspace from 1200 feet AGL to 700 feet AGL within 6.3 miles of the Arthur Dunn Air Park to accommodate 2 GPS SIAPs which have been developed for the airport. The airspace modification as proposed is required in order to provide adequate controlled airspace for the GPS SIAPs into the Arthur Dunn Air Park.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) modifies Class E airspace at Titusville, FL. Global Positioning System RWY 15 and RWY 33 SIAPs have been developed for the Arthur Dunn Air Park. Additional controlled airspace extending upward from 700 feet AGL is needed to accommodate the SIAPs. The operating status of the airport will change from VFR to include IFR operations concurrent with the publication of the SIAPs.

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 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.

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

* * * * *

ASO FL E5 Titusville, FL [Revised]

Titusville, Space Coast Regional Airport, FL (Lat. 28°30'50" N, long. 80°47'58" W)
NASA Shuttle Landing Facility (Lat. 28°36'54" N, long. 80°41'40" W)
Arthur Dunn Air Park (Lat. 28°37'21" N, long. 80°50'11" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Space Coast Regional Airport, and within a 7.2-mile radius of NASA Shuttle Landing Facility and within a 6.3-mile radius of Arthur Dunn Air Park.

* * * * *

Issued in College Park, Georgia, on August 11, 1997.

Nancy B. Shelton,

Manager, Air Traffic Division, Southern Region.

[FR Doc. 97–23734 Filed 9–8–97; 8:45 am]

BILLING CODE 4910–13–M

SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 200

[Release No. 33–7445]

Amendment of Rules Governing the Delegation of Authority to Regional Directors and the Director of the Division of Corporation Finance

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Securities and Exchange Commission is adopting revisions to its rules of general organization to eliminate outdated provisions that delegate authority to the Regional Directors and the Director of the Division of Corporation Finance.

DATES: The rule revisions are effective September 9, 1997.

FOR FURTHER INFORMATION CONTACT:

Elliot Staffin, Attorney-Advisor, Division of Corporation Finance, (202) 942–2829, U.S. Securities and Exchange Commission, Washington, D.C. 20549.

SUPPLEMENTARY INFORMATION: The Securities and Exchange Commission (“Commission”) is eliminating the following “delegated authority” provisions in its rules of general organization:¹ Rule 30–6(a),² which delegates authority to its Regional Directors regarding Regulation S–B;³ Rule 30–6(b),⁴ which delegates authority to its Regional Directors regarding Regulation A;⁵ Rule 30–6(c),⁶ which delegates authority to its Regional Directors regarding Regulation F;⁷ Rule 30–1(b),⁸ which delegates authority to the Director of Corporation Finance regarding Regulation B;⁹ and Rule 30–1(g)(2),¹⁰ which grants the same authority to the Director of Corporation Finance as that delegated to each Regional Director under Rule 30–6(a) and (c).

I. DISCUSSION

A. Revision of Regional Director “Delegation of Authority” Rules

The Commission has delegated authority to its Regional Directors to perform several functions under the statutes that it administers. Rules 30–6(a), (b) and (c) govern the delegation of authority to Regional Directors to perform functions under the Securities Act of 1933 (“Securities Act”).¹¹ In particular, Rule 30–6(a) grants authority to each Regional Director to perform functions regarding Forms SB–1¹² and SB–2,¹³ the registration statements for

small business issuers, and related documents filed under Regulation S–B.

Rule 30–6(b) grants to each Regional Director the authority to perform certain functions under Regulation A. Regulation A provides a limited exemption from the registration requirements of the Securities Act for a securities offering by certain domestic and Canadian companies that meet the specific conditions of the exemption. Under Rule 30–6(b), each Regional Director possesses the same authority regarding Regulation A offering statements as that delegated to the Director of the Division of Corporation Finance under Rules 30–1(c)(2) and (3).¹⁴ This authority includes issuing orders that qualify offering statements or that declare them withdrawn or abandoned.

This delegation of authority to Regional Directors regarding Regulations S–B and A documents was necessary because, until recently, a small business issuer conducting an initial public offering and a Regulation A issuer had the option of filing, respectively, its Regulation S–B registration statement and Form 1–A offering statement either at the Commission’s Headquarters in Washington, D.C. or in the Regional or District Office for the region closest to the registrant’s principal place of business. However, in December 1996, the Commission revised Forms SB–1, SB–2 and 1–A to eliminate the Regional Office filing option and to require these forms to be filed at the Commission’s Headquarters in Washington, D.C.¹⁵ These revisions were part of a broader Commission initiative to improve generally the regulatory conditions for small business by creating a new Headquarters operations unit that specializes in small company filings and addressing the concerns of small businesses. Since the Regional and District Offices no longer perform any role in administering Regulation S–B and Regulation A filings, the corresponding Regional Director “delegation of authority” provisions have ceased to serve a useful purpose. Accordingly, the Commission is rescinding Rule 30–6(a) and (b) in their entirety.

Rule 30–6(c) governs the delegation of authority to Regional Directors concerning Regulation F documents. Until recently, Regulation F provided a conditional limited exemption from Securities Act registration for assessments levied on assessable stock

¹⁴ 17 CFR 200.30–1(c)(2) and (3).

¹⁵ Release No. 33–7373 (December 16, 1996) [61 FR 67200].

¹ 17 CFR 200.10 through 200.30–18.

² 17 CFR 200.30–6(a).

³ 17 CFR 228.10 through 228.702.

⁴ 17 CFR 200.30–6(b).

⁵ 17 CFR 230.251 through 230.263.

⁶ 17 CFR 200.30–6(c).

⁷ 17 CFR 230.651 through 230.656, rescinded in Release No. 33–7300 (May 31, 1996) [61 FR 30397].

⁸ 17 CFR 200.30–1(b).

⁹ 17 CFR 230.300 through 230.346, rescinded in Release No. 33–7300.

¹⁰ 17 CFR 200.30–1(g)(2).

¹¹ 15 U.S.C. 77a through 77aa.

¹² 17 CFR 239.9.

¹³ 17 CFR 239.10.