

PTL. Repeat the inspection thereafter at intervals not to exceed 200 flight hours, until initiation of the inspection cycle for the respective component, as specified in paragraph (d) of this AD.

(d) Within 6 months after the effective date of this AD, perform an inspection (surface eddy scan, rotating eddy bore, internal surface eddy scan, or radiographic, as applicable) to detect cracking and corrosion of components of the engine nacelle subframe; and replace any component that has exceeded its life limit; in accordance with paragraph 2.2, Part Two, Accomplishment Instructions, of British Aerospace Viscount Alert PTL 500, dated January 1, 1993, including Appendices 1 through 4 inclusive, dated November 1992, and Appendix 5, dated October 1992. Repeat the inspection(s) and replacement(s) thereafter at intervals not to exceed the inspection threshold or safe life for the applicable component, as specified in the "Inspection Period Landings" or the "Inspection Threshold Landings" column (respectively) of the applicable Table of the alert PTL. Accomplishment of the initial inspections/replacements for all struts as required by this paragraph constitutes terminating action for the inspection/replacement requirements of paragraphs (a), (b), and (c) of this AD.

(e) If any crack or corrosion is found during any inspection required by this AD: Prior to further flight, accomplish the actions required by either paragraph (e)(1) or (e)(2) of this AD, and continue to follow the inspection and replacement schedule in accordance with the applicable Table.

(1) Replace the discrepant component with a serviceable component. Or

(2) Repair the discrepant part in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(f) 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, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(g) 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.

(h) The actions shall be done in accordance with British Aerospace Alert Preliminary Technical Leaflet 500, dated January 1, 1993; including Appendices 1 through 4 inclusive, dated November 1992, and Appendix 5, dated October 1992. 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 British Aerospace Regional

Aircraft Limited, Chadderton Division, Engineering Support, Greengate, Middleton, Manchester M24 1SA, England. 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.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 008-06-94 (undated).

(i) This amendment becomes effective on July 1, 1998.

Issued in Renton, Washington, on March 25, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98-8538 Filed 4-1-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 100

[CGD07-98-014]

RIN 2115-AE46

#### Special Local Regulations: Intracoastal Waterway, St. Augustine, FL

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** Special local regulations are being adopted for the "Blessing of the Fleet" ceremony on the Matanzas River in St. Augustine, Florida. The event will be held from 11 a.m. to 3 p.m. Eastern Standard Time (EST) on April 5, 1998. The regulations are needed to provide for the safety of life on navigable waters during the event because of the expected concentration of participant and spectator craft in a limited area of the Matanzas River.

**DATES:** These regulations become effective at 9 a.m. and terminate at 3 p.m. EST on April 5, 1998.

**FOR FURTHER INFORMATION CONTACT:** Ensign G. Watson, Coast Guard Group Mayport, Florida. Tel: (904) 247-7398.

#### SUPPLEMENTARY INFORMATION:

#### Background and Purpose

The event requiring this regulation is a "Blessing of the Fleet" ceremony. There will be approximately 150 participating vessels in single file, parade style formation, transiting the Intracoastal Waterway on the Matanzas River from the Bridge of Lions south to Daybeacon number #2, and returning north to the Bridge of Lions. Approximately ten spectator craft are expected. The total number of vessels in the regatta area create an extra hazard to

the safety of life on the navigable waters, requiring that vessel traffic control be implemented within the area.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days from the date of publication. Following normal rulemaking procedures would have been impractical. The information concerning the event was not received until January 28, 1998, leaving insufficient time to publish proposed rules prior to the event or to provide a delayed effective date.

#### Regulatory Evaluation

This action is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. The regulated area will be in effect for a total of six hours on the date of the event.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their field and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under section 605(b) that this rule will not have a significant effect upon a substantial number of small entities because the regulations are only in effect in a limited area for six hours on the day of the event.

#### Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.).

#### Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order

12612, and it has been determined that the rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to section 2.B.2.a (CE #34(h)) of Commandant Instruction M17475.1C that this action is categorically excluded from further environmental documentation.

#### List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water), Reporting and recordkeeping requirements, Waterways.

#### Temporary Regulations

In consideration of the foregoing, the Coast Guard amends Part 100 of Title 33, Code of Federal Regulations, as follows

#### PART 100—[AMENDED]

1. The authority citation for Part 100 continues to read as follows:

**Authority:** 33 U.S.C. 1233; 49 CFR 1.46 and 33 CFR 100.35

2. A new temporary section 100.35–T07–014 is added to read as follows:

#### **§ 100.35–T07–014 Special Local Regulations; Intracoastal Waterway; St. Augustine, FL.**

(a) *Regulated area.* The regulated area is located in the waters of the Matanzas River, Intracoastal Waterway, St. Augustine, Florida. Its northern boundary is formed by the Bridge of Lions. The western boundary begins where the Bridge of Lions meets the west bank of the Matanzas River and runs along the west bank of the river to approximate position 29–52.1N, 081–18.2W. The southern boundary is formed by a line, perpendicular to the centerline of the Matanzas River, drawn from Fish Island Mariana Daybeacon #2, (LLNR 39080), in approximate position 29–52.1N, 081–18.2W (near the entrance of the San Sebastian River), to the west bank of the Matanzas River. The eastern boundary is formed by the eastern bank of the Matanzas River. All coordinates referenced use Datum: NAD 83.

(b) *Special local Regulations.* (1) Entry into this regulated area, by other than parade participants or spectator craft, is prohibited, unless authorized by the Patrol Commander. After termination of the “Blessing of the Fleet” ceremony, all vessels may resume normal operations.

(2) Spectator craft will be allowed to enter the regulated area; however, vessel mooring, anchoring, and movement restrictions will be directed by Coast

Guard and local law enforcement officials.

(3) The Bridge of Lions will remain in the closed position during the event.

(c) *Date.* This section becomes effective at 9 a.m. and terminates at 3 p.m. EST on April 5, 1998.

Dated: March 18, 1998.

[FR Doc. 98–8255 Filed 4–1–98; 8:45 am]

BILLING CODE 4910–15–M

#### DEPARTMENT OF TRANSPORTATION

#### Coast Guard

#### 33 CFR Part 100

[CGD7–98–017]

RIN 2115–AE46

#### Special Local Regulations; Fort Lauderdale, FL

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** Special local regulations are being adopted for the start of the Fort Lauderdale-Baltimore leg of the 1997–98 Whitbread Round the World Sailboat Race. The event will be held offshore of Fort Lauderdale on April 19, 1998. The regulations are needed to provide for the safety of life on navigable waters during the event.

**DATES:** These regulations become effective at 12 p.m. and terminate at 1 p.m. EDT on April 19, 1998.

**FOR FURTHER INFORMATION CONTACT:** QMCS Thomas E. Kjerulff, Coast Guard Group Miami, Florida at (305)535–4492.

#### **SUPPLEMENTARY INFORMATION:**

#### **Background and Purpose**

Whitbread Race Americas Inc., is sponsoring the start of the Fort Lauderdale to Baltimore leg of the 1997–98 Whitbread Round the World Sailboat Race. The event will be held on April 19, 1998: from 12:10 p.m. to 1 p.m. These regulations will create two regulated areas one mile offshore of Fort Lauderdale, Florida, for the start and turning point of the race involving the ten 60 foot offshore racing sailboats participating. Entry into the regulated areas will be prohibited to non-participating vessels. These regulations are necessary for the protection of life on the navigable waters of the United States, as there will be approximately two thousand spectator craft in the vicinity.

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking has not been published for these regulations and good cause exists for making it effective in less than 30 days after **Federal**

**Register** publication. Following normal rulemaking procedures would have been impracticable, as there was not sufficient time remaining after notice of the event to publish proposed rules or to provide for a delayed effective date.

#### Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Entry into the regulated area is prohibited for only 3 hours on the day of the event.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. “Small entities” include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their field and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under section 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities as the regulations will only be in effect for approximately 3 hours in a limited area off Fort Lauderdale.

#### Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to section 2.B.2.a (CE#34(h)) of Commandant Instruction M16475.1C that this action is categorically excluded from further environmental documentation.