

369HS, 500N, YOH-6A, and OH-6A helicopters, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required within 50 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent failure of the overrunning clutch assembly outer race, which could result in loss of engine drive to the rotor system and a subsequent forced landing, accomplish the following:

(a) Inspect the overrunning clutch outer race, part number (P/N) 369A5352, to determine its serial number (S/N) in accordance with paragraphs A through C of the Accomplishment Instructions contained in McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated March 18, 1997 (service information notice).

(b) Remove any overrunning clutch outer race, P/N 369A5352, having a S/N of 0692 through 0927, and replace it with an airworthy overrunning clutch outer race, P/N 369A5352-5, together with a wave washer, P/N W1593-018, in accordance with the service information notice.

(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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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 helicopter

to a location where the requirements of this AD can be accomplished.

(e) The inspection and replacement shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice HN-215.2, DN-156.2, EN-46.2, FN-34.2, NN-010, dated April 11, 1997. 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 McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B11, 5000 E. McDowell Road, Mesa, Arizona 85205-9797. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on May 6, 1998.

Issued in Fort Worth, Texas, on April 14, 1998.

Eric Bries,

Acting Manager, Rotorcraft Directorate,

Aircraft Certification Service.

[FR Doc. 98-10461 Filed 4-20-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DOD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy has determined that USS BLUE RIDGE (LCC 19) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special functions as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

EFFECTIVE DATE: 31 March 1998.

FOR FURTHER INFORMATION CONTACT: Captain R.R. Pixa, JAGC, U.S. Navy, Admiralty Counsel, Office of the Judge

Advocate General, Navy Department, 200 Stovall Street, Alexandria, Virginia, 22332-2400, Telephone Number: (703) 325-9744.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR Part 706. This amendment provides notice that the Deputy Assistant Judge Advocate General (Admiralty) of the Navy, under authority delegated by the Secretary of the Navy, has certified that USS BLUE RIDGE (LCC 19) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as an amphibious command vessel: Annex I, section 3(a), pertaining to the location of the forward masthead light in the forward quarter of the ship; and the horizontal distance between the forward and after masthead lights. The Deputy Assistant Judge Advocate General (Admiralty) of the Navy has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed herein will adversely affect the vessel's ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine safety, Navigation (water), Vessels.

Accordingly, 32 CFR Part 706 is amended as follows:

PART 706—[AMENDED]

1. The authority citation for 32 CFR Part 706 continues to read as follows:

Authority: 33 U.S.C. 1605.

2. Table Five of § 706.2 is amended by revising the entry for USS BLUE RIDGE to read as follows:

§ 706.2 Certifications of the Secretary of the Navy under Executive Order 11964 and 33 U.S.C. 1605.

* * * * *

TABLE FIVE

Vessel	No.	Masthead lights not over all other lights and obstructions. Annex I, sec. 2(f)	Forward mast-head light not in forward quarter of ship. Annex I, sec. 3(a)	After masthead light less than 1/2 ship's length aft of forward mast-head light. Annex I, sec. 3(a)	Percentage horizontal separation attained
USS BLUE RIDGE	LCC 19	N/A	N/A	X	84

Dated: March 31, 1998.

Approved:

R.R. Pixa,

Captain, JAGC, U.S. Navy, Deputy Assistant Judge Advocate General (Admiralty).

[FR Doc. 98-10435 Filed 4-20-98; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD 08-98-012]

Drawbridge Operating Regulation; Lake Pontchartrain, LA

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Eighth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the draws of the Greater New Orleans Expressway Commission causeway, north bascule spans across Lake Pontchartrain, between Metairie, Jefferson Parish, Louisiana, and Mandeville, St. Tammany Parish, Louisiana. From May 4, 1998, through July 2, 1998 the draw will remain closed Mondays through Saturdays, except for the Memorial Day holiday weekend. This temporary deviation is issued to allow for cleaning and painting of the bascule structures, an extensive but necessary maintenance operation.

DATES: This deviation is effective from 12:01 a.m. on May 4, 1998 through 12:01 a.m. on July 2, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Phil Johnson, Bridge Administration Branch, Commander (ob), Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana 70130-3396, telephone number 504-589-2965.

SUPPLEMENTARY INFORMATION: The north bascule spans of the Greater New Orleans Expressway Commission

causeway across Lake Pontchartrain, Louisiana have a vertical clearance of 42 feet above mean high water in the closed to navigation position and unlimited clearance in the open to navigation position. Navigation on the waterway consists of small tugs with tows, fishing vessels, sailing vessels, and other recreational craft. As an alternate route, the south channel span provides a vertical clearance of 50 feet above mean high water.

The Greater New Orleans Expressway Commission sent a letter to the Coast Guard requesting this temporary deviation from normal drawbridge operating regulations so that the draw spans can be cleaned and painted. The equipment used for this procedure has to be removed each time the draw span is opened. Since this process is time consuming and costly, the equipment should remain in place for 6-day periods, allowing the contractor to maximize work time. Painting operations in the counterweight area will require the bridges to be placed in the open to navigation position. During the time in which the span of one bridge is in the open position to be painted, the span of the other bridge will need to be closed to detour vehicular traffic. The short term inconvenience, attributable to a delay of vessel traffic for a maximum of six days, is outweighed by the long term benefits to be gained by keeping the bridges free of corrosion and in proper working condition. This work is essential for the continued operation of the draw spans.

This deviation allows the draws of the Greater New Orleans Expressway Commission causeway, north bascule spans, to remain closed to navigation from 12:01 a.m. on Mondays until 12:01 a.m. on Sundays from May 4 through July 2, 1998 except for the holiday weekend of May 23, 24 and 25, 1998. In the event of an approaching tropical storm or hurricane, the bridges will be returned to the normal operation within 24 hours of notification by the Coast Guard.

This deviation will be effective from 12:01 a.m. on May 4, 1998 through 12:01 a.m. on July 2, 1998. Presently, the draw opens on signal if at least three hours' notice is given, as required by 33 CFR 117.467.

Dated: April 10, 1998.

T.W. Josiah,

Rear Admiral, U.S. Coast Guard Commander, Eighth Coast Guard District.

[FR Doc. 98-10550 Filed 4-20-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD1-98-029]

RIN 2115-AA97

Safety Zone: Bath/Woolwich Bridge Construction Project, Bath, ME

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary moving safety zone to close a portion of the Kennebec River to waterway traffic in a 100-foot radius around each of two construction barges operating in the vicinity of the Carlton Bridge, Bath, Maine, from May 10, 1998 at 7 a.m. through October 1, 1998 at 7 a.m. This safety zone is needed to protect persons, vessels and others in the maritime community from the safety hazards associated with construction barges working in a bridge construction capacity. Entry into this safety zone is prohibited unless authorized by the Captain of the Port.

DATES: This regulation is effective from May 10, 1998 at 7 a.m. until October 1, 1998 at 7 a.m.

FOR FURTHER INFORMATION CONTACT: Lieutenant J.D. Gafkjen, Chief of Response and Planning, Captain of the Port, Portland at (207) 780-3251.

SUPPLEMENTARY INFORMATION: