

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

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct chafing of the tubes of the fire extinguishing and smoke detection systems, which could prevent the proper distribution of the fire extinguishing agent within the aft cargo compartment in the event of a fire, or could result in the delay of detection of a fire in the aft cargo compartment, accomplish the following:

(a) Prior to the accumulation of 10,000 flight hours, or within 60 days after the effective date of this AD, whichever occurs later, accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with Boeing Alert Service Bulletin 757-26A0040, dated March 27, 1997. Repeat all inspections thereafter at intervals not to exceed 10,000 flight hours.

(1) Perform a detailed visual inspection to detect damage of the tubes of the fire extinguishing system between stations 1300 and 1580, as applicable, in accordance with the alert service bulletin. If any damaged tube is detected, prior to further flight, repair or replace it with a new tube, in accordance with the alert service bulletin.

(2) Perform a detailed visual inspection to detect damage of the tubes of the smoke detection system between stations 1300 and 1580, in accordance with the alert service bulletin.

(i) If any damage is detected, and the damage is within the limits specified in the alert service bulletin, prior to further flight, repair it in accordance with the alert service bulletin.

(ii) If any damage is detected, and the damage is outside the limits specified in the alert service bulletin, prior to further flight, splice any damaged tube or replace it with a new tube, in accordance with the alert service bulletin.

(3) Perform a detailed visual inspection to detect damage of the support brackets of the pneumatic duct of the auxiliary power unit (APU) at stations 1380, 1460, and 1540, in accordance with the alert service bulletin. If any damage is detected, prior to further flight, repair any damaged duct support bracket, or replace it with a new duct support bracket, in accordance with the alert service bulletin.

(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, 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.

(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) The actions shall be done in accordance with Boeing Alert Service Bulletin 757-26A0040, dated March 27, 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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 May 12, 1997.

Issued in Renton, Washington, on April 18, 1997.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-10661 Filed 4-24-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-ANE-25; Amendment 39-9979; AD 97-07-05]

RIN 2120-AA64

#### **Airworthiness Directives; AlliedSignal Inc. T5311, T5313, T5317, and T53 (Military) Series Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR), that requires removal and replacement of the N2 spur gear nut retainer (lock cup). This amendment is prompted by reports of N2 spur gear nut retainer (lock cup) separation. The actions specified by this AD are intended to prevent N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration.

**DATES:** Effective June 24, 1997.

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

**ADDRESSES:** The service information referenced in this AD may be obtained from AlliedSignal Aerospace, Attn: Data

Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### **FOR FURTHER INFORMATION CONTACT:**

Raymond Vakili, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (310) 627-5262; fax (310) 627-5210.

**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 AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 series military engines approved for installation on aircraft certified in accordance with Section 21.25 of the Federal Aviation Regulations (FAR) was published in the **Federal Register** on November 13, 1996 (61 FR 58148). That action proposed to require removal and replacement of the N2 spur gear nut retainer (lock cup) with a more durable machined lock cup.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comment received.

The commenter (the manufacturer) states that the total time for access and replacement of the affected part should be changed from 3 hours to 16 hours to reflect access, removal, replacement, and closing. The FAA concurs and has revised the economic analysis of this final rule accordingly.

Since issuance of the NPRM, the manufacturer has issued Revision 1, dated October 25, 1996, of AlliedSignal Engines Service Bulletin (SB) No. T53-L-13B-0082, and SB No. T53-L-703-0084. This final rule AD references these later revisions.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will not increase the scope of the AD.

There are approximately 450 (excluding military) engines of the affected design in the worldwide fleet. The FAA estimates that 125 (excluding military) engines installed on aircraft of U.S. registry will be affected by this AD,

that it will take approximately 16 work hours per engine to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$75 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$129,375.

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 USC 106(g), 40113, 44701.

##### § 39.13 [Amended]

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

**97-07-05 AlliedSignal Inc.:** Amendment 39-9979. Docket 96-ANE-25.

**Applicability:** AlliedSignal Inc. (formerly Textron Lycoming) T5311, T5313, T5317, and T53 (military) series turboshaft engines, installed on but not limited to Bell Helicopter Textron 209, 205, and 204 series, and Kaman K-1200 series aircraft, and the following military aircraft: Bell Helicopter Textron AH-1 and UH-1, and Grumman OV-1 (turboprop installation), certified in accordance with Section 21.25 or 21.27 of the Federal Aviation Regulations (FAR).

**Note 1:** This airworthiness directive (AD) applies to each engine 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 engines 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 N2 accessory drive assembly disengagement due to N2 spur gear nut retainer (lock cup) separation, which could result in an uncommanded engine acceleration, accomplish the following:

(a) Within 300 hours time in service, or 2 years after the effective date of this AD, whichever occurs first, remove from service N2 spur gear nut retainers (lock cups), Part Number (P/N) 1-070-066-01, and replace with N2 spur gear nut retainers P/Ns 1-070-066-02 or 1-070-066-03, in accordance with the following applicable AlliedSignal Aerospace Service Bulletins (SBs):

(1) For retainers installed on T5311 and T53-L-11 (military) series engines, in accordance with SB No. T5311/T53-L-11-0080, dated May 28, 1996.

(2) For retainers installed on T5313B and T5317 series engines, in accordance with SB No. T5313B/T5317-0081, Revision 1, dated May 28, 1996.

(3) For retainers installed on T53-L-13B/SSA/SSB (military) series engines, in accordance with SB No. T53-L-13B-0082, Revision 1, dated October 25, 1996.

(4) For retainers installed on T53-L-13B/SSD (military) series engines, in accordance with SB No. T53-L-13B/D-0083, dated May 28, 1996.

(5) For retainers installed on T53-L-703 (military) series engines, in accordance with SB No. T53-L-703-0084, Revision 1, dated October 25, 1996.

(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, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments 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 airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

(d) The actions required by this AD shall be done in accordance with the following AlliedSignal Engines SBs:

Document No.	Pages	Revision	Date
T5311/T53-L-11-0080 .....	1-4	Original .....	May 28, 1996.
Total Pages: 4.			
T5313B/T5317-0081 .....	1-4	1 .....	May 28, 1996.
Total Pages: 4.			
T53-L-13B-0082 .....	1-4	1 .....	October 25, 1996.
Total Pages: 4.			
T53-L-13B/D-0083 .....	1-4	Original .....	May 28, 1996.
Total Pages: 4.			
T53-L-703-0084 .....	1-4	1 .....	October 25, 1996.
Total Pages: 4.			

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 AlliedSignal Aerospace, Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box

29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register,

800 North Capitol Street NW., suite 700, Washington, DC.

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

Issued in Burlington, Massachusetts, on April 8, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.

[FR Doc. 97-10766 Filed 4-24-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 100

[CGD-05-97-004]

RIN 2115-AE46

#### Special Local Regulations for Marine Events; Southern Branch, Elizabeth River, Portsmouth, VA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

**SUMMARY:** The Coast Guard is amending permanent special local regulations for the Crawford Bay Crew Classic, a marine event held annually in the Southern Branch, Elizabeth River, Portsmouth, Virginia, by changing the dates on which the regulations are in effect. This rule updates the regulation in order to enhance the safety of life and property during the event.

**DATES:** This final rule is effective on April 25, 1997.

**FOR FURTHER INFORMATION CONTACT:** S.L. Phillips, Project Manager, Search and Rescue Branch, at (757) 398-6204.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory History

On February 21, 1997, the Coast Guard published a notice of proposed rulemaking entitled Special Local Regulations for Marine Events; Southern Branch, Elizabeth River, Portsmouth, Virginia, in the **Federal Register** (62 FR 7970). The Coast Guard received no comments on the proposed rulemaking. No public hearing was requested, and none was held.

Ports Events, Inc., the sponsor of the Crawford Bay Crew Classic, requested to change the dates of this annual event from the third Friday and Saturday in March to the fourth Friday and Saturday in April to conduct the event in warmer weather conditions. To enhance the safety of participants, spectators, and transiting vessels, special local regulations are necessary to control vessel traffic during the event. This rule updates the regulations to reflect the new dates of the event.

##### Discussion of Comments and Changes

The Coast Guard received no comments on the proposed rulemaking.

Therefore, the proposed rule is being implemented without change.

##### Good Cause Statement

This final rule is effective in less than 30 days because it is contrary to the public interest to delay the effective date because action is required to protect vessel traffic and event participants during the event.

##### Regulatory Evaluation

This rule 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 final rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This rule merely changes the effective date of an existing regulation and does not impose any new restrictions on vessel traffic.

##### 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 independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). This rule does not impose any new restrictions on vessel traffic, but merely changes effective dates of a regulation. Therefore, the Coast Guard certifies under Section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this final rule will not have a significant economic impact on a substantial number of small entities.

##### Collection of Information

This final rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

##### Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications

to warrant the preparation of a Federalism Assessment.

##### Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under section 2.b.2.e(34)(h) of Commandant Instruction M16475.1b (as amended, 61 FR 13564; 27 March 1996), this rule is categorically excluded from further environmental documentation.

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

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

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 100 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.

2. Section 100.523 is amended by revising paragraph (c) to read as follows:

**§ 100.523 Southern Branch, Elizabeth River, Portsmouth, Virginia.**

\* \* \* \* \*

(c) *Effective periods.* This regulation will be effective on the fourth Friday of April and on the fourth Saturday of April, unless otherwise specified in the Coast Guard Local Notice to Mariners and a **Federal Register** notice.

Dated: April 11, 1997.

**Kent H. Williams,**  
Vice Admiral, U.S. Coast Guard, Commander  
Fifth Coast Guard District.

[FR Doc. 97-10732 Filed 4-24-97; 8:45 am]

BILLING CODE 4910-14-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[CGD05-97-011]

RIN 2115-AA97

#### Safety Zone; Potomac River, Point Lookout to Hull Neck

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone across the mouth of the Potomac River. The safety zone is more specifically defined as that portion of the Potomac River included within a boundary