

**§ 39.13 [Amended]**

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

**Fokker Services B.V.:** Docket 98–NM–28–AD.

*Applicability:* All Model F.28 Mark 1000, 2000, 3000, and 4000 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 (d) 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 the failure of main landing gear (MLG) torque links, which could result in reduced controllability of the airplane on the ground during takeoff or landing, accomplish the following:

(a) Within 1,000 flight cycles after the effective date of this AD, perform a visual inspection of the center joint of the MLG torque link for excessive free play, in accordance with Part 1.D. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

(2) If any discrepancy is detected, prior to further flight, correct the discrepant condition in accordance with Part 1.D. of the Accomplishment Instructions of the service bulletin. Repeat the visual inspection thereafter at intervals not to exceed 1,000 flight cycles.

**Note 2:** Part 1.D. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997, references Fokker F.28 Airplane Maintenance Manual (AMM), Chapter 32–10–04, as an additional source of service information to accomplish the actions required by this proposal.

(b) Within 3,000 flight cycles after the effective date of this AD, perform a visual inspection of the MLG assembly for excessive free play, in accordance with Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

(1) If no discrepancy is detected, repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

(2) If any discrepancy is detected, prior to further flight, correct the discrepant condition in accordance with Parts 1.A., 1.B., and/or 1.C. of the Accomplishment Instructions of the service bulletin, as

applicable. Repeat the visual inspection thereafter at intervals not to exceed 3,000 flight cycles.

**Note 3:** Parts 1.A., 1.B., and 1.C. of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997, reference Fokker F.28 AMM, Chapters 32–10–01, 32–10–00, and 32–10–04, as additional sources of service information to accomplish the actions required by this proposal.

(c) Within 30 months after the effective date of this AD, accomplish paragraphs (c)(1) and (c)(2) of this AD.

(1) Install torque link dampers and associated sub-assemblies in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997. Accomplishment of the installation constitutes terminating action for the repetitive inspection requirements of this AD.

(2) Revise the FAA-approved maintenance program to incorporate a visual inspection of the oil level of the torque-link dampers thereafter at intervals not to exceed 250 flight hours, and incorporate a scheduled overhaul of each damper concurrent with the overhaul of the MLG on which it is installed, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin F28/32–151, Revision 1, dated March 12, 1997.

**Note 4:** After the maintenance program is revised to include the required inspection and overhaul actions in accordance with paragraph (c)(2) of this AD, operators do not need to make a maintenance log entry to show compliance with this AD each time those actions are accomplished thereafter.

(d) 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, 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, International Branch, ANM–116.

**Note 5:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM–116.

(e) 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.

**Note 6:** The subject of this AD is addressed in Dutch airworthiness directive BLA 1996–103(A), dated August 30, 1996.

Issued in Renton, Washington, on March 27, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*  
[FR Doc. 98–8707 Filed 4–1–98; 8:45 am]

**BILLING CODE 4910–13–U**

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 100**

[CGD11–98–001]

RIN 2115–AE46

**Special Local Regulations; Parker International Waterski Marathon**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to amend the table of events by adding the Parker International Waterski Marathon conducted on the navigable waters of the Colorado River beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Park, on the following dates: annually, commencing on the second full weekend of March every year, and lasting a total of 2 days. The Special Local Regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

**DATES:** Comments should be received on or before May 18, 1998.

**ADDRESSES:** You may mail comments to Lieutenant Mike A. Arguelles, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California 92101, or deliver them to the same address between 8 a.m. and 3 p.m. Monday through Friday, except holidays. The telephone number is (619) 683–6484.

The Marine Safety Office maintains the public docket for this rulemaking. Comments, and any documents referenced in this preamble, will become part of this docket and will be available for inspection and copying at the Marine Safety Office between 8 a.m. and 3 p.m., Monday through Friday, except holidays.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Mike A. Arguelles, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California 92101. The telephone number is (619) 683–6484.

**SUPPLEMENTARY INFORMATION:****Request for Comments**

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should include their name and address, identify this rulemaking (CGD11–98–001) and the specific section of this document to which each

comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comment should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard will consider all comments received during the comment period. It may change this proposed rule in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Marine Safety Office at the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentation will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

### Background and Purpose

The Parker International Waterski Marathon will consist of various waterski activities. The event will take place, annually, over a two day period commencing on the second full weekend of March. The special local regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

### Discussion of Proposed Rule

The course of the event is approximately 10 miles long and encompasses the entire water area of the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park. The course will be marked by buoys and sponsor vessels to alert non-participants. On the following days and times, the race zone will be in use by vessels competing in the event: annually, commencing on the second full weekend of March every year, and lasting a total of 2 days, from 8 AM until 5 PM (PST) each day. During these times the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park will be closed to all traffic with the exception of emergency vessels. No vessels other than participants, official patrol vessels, or emergency vessels will be allowed to enter into, transit through, or anchor within this zone unless specifically cleared by or through an official patrol vessel.

Pursuant to 33 CFR § 100.1101(b)(3), Commander, Coast Guard Activities San Diego, is designated Patrol Commander for this event; he has the authority to delegate this responsibility to any commissioned, warrant, or petty officer

of the Coast Guard. Once the zone is established, authorization to remain within the zone is subject to termination by the Patrol Commander at any time. The Patrol Commander may impose other restrictions within the zone if the circumstances dictate. Restrictions will be tailored to impose the least impact on maritime interests yet provide the level of security deemed necessary to safely conduct the event.

### Regulatory Evaluation

This proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require assessment of potential cost 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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation is unnecessary.

### Small Entities

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

Because it expects the impact of this proposal to be so minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. § 601 *et seq.*) that this proposal, if adopted, will not have a substantial impact on a significant number of small entities. If, however, you think that your business or organization qualifies as a small entity and this proposed rule will have a significant economic impact on your business or organization, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and in what way and to what degree this proposed rule will economically affect it.

### Collection of Information

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

### Federalism

The Coast Guard has analyzed this proposed rule under the principles and criteria 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 regulation and concluded that under paragraph 2.B.2 of Commandant Instruction M16475.1B, it will have no significant environmental impact and it is categorically excluded from further environmental documentation. A Categorical Exclusion Determination and Environmental Analysis Checklist are included in the docket.

### List of Subjects in 33 CFR Part 100

Regattas, Marine Parades.

### Proposed Regulation

For the reasons set out in the preamble, the Coast Guard proposes to amend 33 CFR Part 100, section 100.1102, as follows:

### PART 100—MARINE EVENTS

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

**Authority:** 33 U.S.C. 1233 through 1236; 49 CFR 1.46; 33 CFR 100.35.

2. In § 100.1102, Table 1 is amended by adding an entry for the Parker International Waterski Marathon immediately following the last entry to read as follows:

**§ 100.1102 Marine Events on the Colorado River, between Davis Dam (Bullhead City, Arizona) and Headgate Dam (Parker, Arizona).**

\* \* \* \* \*

Parker International Waterski Marathon

Sponsor: Parker International Waterski Association

Dates: Annually, commencing on the second full weekend of March every year, and lasting a total of 2 days, from 8 AM (PST) until 5 PM (PST) each day.

Location: The entire water area of the Colorado River beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Park.

Dated: March 11, 1998.

**J. C. Card,**

*Vice Admiral, U.S. Coast Guard Commander, Eleventh Coast Guard District.*

[FR Doc. 98-8260 Filed 4-1-98; 8:45 am]

BILLING CODE 4910-15-M