

location provided under the caption
ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

Teledyne Continental Motors With PMA Superior Air Parts, Inc. Piston Pins, Part Number (P/N) SA629690: Docket No. 97-ANE-37-AD.

Applicability: Superior Air Parts, Inc., Parts Manufacturer Approval (PMA) piston pins, Part Number (P/N) SA629690, shipped from Superior Air Parts, Inc., from August 1, 1994, through June 20, 1996, installed on Teledyne Continental Motors IO-360-A, -AB, -C, -CB, -D, -DB, -G, -GB, -H, -HB, -J, -JB, -K, -KB; LTSIO-360-E, -EB, -KB; TSIO-360-A, -AB, -C, -CB, -D, -DB, -E, -F, -FB, -GB, -H, -HB, -JB, -KB, -LB, -MB series reciprocating engines, and which were overhauled or had cylinder head maintenance performed by a repair facility other than Teledyne Continental Motors after August 1, 1994. These engines are installed on but not limited to the following aircraft: Cessna 172XP, 336, 337, T337, P337, and T-41B/C (military); Maule M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Swift Museum Foundation, Inc. GC-1A, GC-1B, New Piper Inc. PA-28-201T, PA-28R-201T, PA-28RT-201T, PA-34-200T, and PA-34-220T; Reims FR172, F337, and FT337; Goodyear Airship Blimp 22; Mooney M20-K; and Pierre Robin HR100.

Note 1: Shipping records, engine logbooks, work orders, and parts invoices check may allow an owner or operator to determine if this AD applies.

Note 2: 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 (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 piston pin from puncturing engine crankcase by the connecting rod, resulting in the loss of oil leading to total power failure and possible fire, or freeing the connecting rod, possibly puncturing the cylinder or jamming the engine crankshaft, resulting in catastrophic engine failure, accomplish the following:

(a) If an engine has not had a piston pin installed after August 1, 1994, or if an engine has had a piston pin installed after August 1, 1994, but it was installed by Teledyne Continental Motors, then no action is required.

(b) For engines that had a piston pin installed after August 1, 1994, by an entity other than Teledyne Continental Motors, within 25 hours time in service (TIS) after the effective date of this AD, determine if a suspect PMA Superior Air Parts, Inc. piston pin, P/N SA629620, could have been installed in accordance with Superior Air Parts, Inc. Mandatory Service Bulletin (SB) No. 96-001, dated August 5, 1996. If unable to verify that a suspect piston pin was not installed using a records check, disassemble the engine in accordance with the applicable Maintenance Manual or Overhaul Manual, visually inspect or verify for suspect piston pins, and accomplish the following:

(1) If it is determined that suspect PMA Superior Air Parts, Inc. piston pins, P/N SA629620, could have been installed, remove from service defective piston pins and replace with serviceable piston pins.

(2) If it is determined that suspect PMA Superior Air Parts, Inc. piston pins, P/N SA629620, could not have been installed, no further action is required.

(c) For the purpose of this AD, a serviceable piston pin is any piston pin that has been verified not to be a PMA Superior Air Parts, Inc. piston pin, P/N SA629690, shipped from Superior Air Parts, Inc., from August 1, 1994, through June 20, 1996. Installation of a PMA Superior Air Parts Inc. piston pin, P/N SA629690, that can not be verified to be outside of the suspect shipping period range, is prohibited after the effective date of this AD.

(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, Special Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special Certification Office.

(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 aircraft to a location where the inspection may be performed.

Issued in Burlington, Massachusetts, on February 6, 1998.

James C. Jones,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-3796 Filed 2-13-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD07-98-004]

RIN 2115-AE46

Special Local Regulations; Annual Air and Sea Show, Fort Lauderdale, FL

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish permanent special local regulations for the City of Fort Lauderdale Annual Air & Sea Show. This event will be held annually on the first Friday, Saturday and Sunday of May, and will involve approximately 150 participating aircraft and vessels, and 3,000 spectator craft. The resulting congestion will create an extra or unusual hazard in the navigable waters. These regulations are necessary to provide for the safety of life on navigable waters during the event.

DATES: Comments must be received on or before March 19, 1998.

ADDRESSES: Comments may be mailed to U.S. Coast Guard Group Miami, 100 MacArthur Causeway Miami Beach, Florida 33139, or may be delivered to the Operations Department at the same address between 7 a.m. and 3:30 p.m., Monday through Friday, except federal holidays. The telephone number is (305) 535-4448. Comments will be a part of the public docket and will be available for copying and inspection at the same address.

FOR FURTHER INFORMATION CONTACT: LTJG J. Delgado Coast Guard Group Miami, Florida at (305) 535-4409.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written views, data, or arguments. Persons submitting comments should include their names, addresses, identify this rulemaking (CGD07-98-004), and the specific section of this proposal to which their comments apply, and give reasons for each comment.

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

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the address under **ADDRESSES**. The request should include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations 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 City of Fort Lauderdale Annual Air & Sea Show is a three day event with approximately 130 aircraft and 18 ski boats, jet skis and off shore racing power boats. In addition, various military aircraft, including high performance aircraft, will be operating at high speeds and low altitudes in the area directly above the regulated area. The event will take place in the Atlantic Ocean from Fort Lauderdale beach to one nautical mile offshore between Oakland Park Boulevard and the 17th Street Causeway.

The proposed regulations will prohibit non-participating vessels from entering the regulated area, and directs participants to obey instructions from the patrol commander.

Regulatory Evaluation

This proposal 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 proposed rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. Entry into the regulated area is prohibited for only 6.0 hours on Friday, and 8.0 hours on Saturday and Sunday 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 proposed rule, if adopted, 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 fields, and governmental jurisdictions with populations of less than 50,000.

Therefore, the Coast Guard certifies under U.S.C. 605 (b) that this proposed rule, if adopted, would not have a significant economic impact on a substantial number of small entities as the regulations would only be in effect for approximately eight hours each day for three days each year. If, however, you think that your business or organization qualifies as a small entity and that 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

These proposed regulations contain 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 proposal consistent with Section 2.B.2 of Commandant Instruction M16475.1B. In accordance with that section, this proposal has been environmentally assessed (EA completed), and the Coast Guard has concluded that it will not significantly affect the quality of the human environment. An Environmental Assessment and a Finding of No Significant Impact have been prepared and are available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 100

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

Proposed Regulations

In consideration of the foregoing, the Coast Guard proposes to amend 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 § 100.731 is added to read as follows:

§ 100.731 Special Local Regulations; City of Ft. Lauderdale Air & Sea Show, Ft. Lauderdale.

(a) *Regulated area.* The following is a regulated area: All waters of the Atlantic Ocean west of a line drawn from 26–10.22 North, 080–05.9 West to 26–06.22 North, 080–05.34 West. All coordinates referenced use Datum: NAD 83.

(b) *Special Local Regulations.*

(1) All vessels, with the exception of event participants, are prohibited from entering the regulated area without the specific permission of the patrol commander.

(2) All vessels shall immediately follow any specific instructions given by event patrol craft and exercise extreme caution while operating in or near the regulated area. A succession of not fewer than five short whistle or horn blasts from a patrol vessel will be the signal for any non-participating vessel to stop immediately. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(3) After the termination of the Air and Sea Show event for each respective day, all vessels may resume normal operations.

(c) *Dates.* These regulations become effective annually on the first Friday, Saturday and Sunday of May, from 9 a.m. to 3 p.m. (EDT) on Friday, and from 9 a.m. to 5 p.m. (EDT) on Saturday and Sunday.

Dated: February 3, 1998.

Norman T. Saunders,

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

[FR Doc. 98–3912 Filed 2–13–98; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD07 98–003]

RIN 2115–AE46

Special Local Regulations; Miami Beach, Florida

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish permanent special local regulations for the Miami Super Boat Race. This event will be held annually