

implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

98-04-12 Robinson Helicopter Company: Amendment 39-10461. Docket No. 98-SW-08-AD.

Applicability: Model R44 helicopters, serial numbers 0002 through 0420, 0425, 0426, and 0427, with a C056-1 Rev. A through G spring assembly installed, 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 (d) 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 as indicated, unless accomplished previously.

To detect excessive wear on the lateral cyclic trim spring shaft (shaft), which could allow the shaft to move from its lower mount and interfere with lateral cyclic control resulting in loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 20 hours TIS, measure the diameter of the shaft in accordance with the Compliance Procedure contained in Robinson Helicopter Company R44 Service Bulletin SB-26, dated January 31, 1998 (SB-26).

(b) If the shaft diameter varies more than 0.004 inch in any 0.50 inch of length, in the measurement area shown in Figure 1 of SB-26, replace the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly before further flight.

(c) Replacing the C056-1 Rev. A through G spring assembly with a C056-1 Rev. H spring assembly in accordance with the service bulletin is considered terminating action for the requirements 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, 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.

(e) Special flight permits will not be issued.

(f) The inspection shall be done in accordance with the Compliance Procedure contained in Robinson Helicopter Company R44 Service Bulletin SB-26, dated January 31, 1998. 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 Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505, telephone (310) 539-0508, fax (310) 539-5198. 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.

(g) This amendment becomes effective on April 27, 1998, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 98-04-12, issued February 4, 1998, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on April 3, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-9478 Filed 4-9-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-98-018]

Drawbridge Operation Regulations: Harlem River, NY

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The District Commander, First Coast Guard District has issued a temporary deviation from the regulations listed under 33 CFR 117.789, governing the operation of the Willis Avenue Swing Bridge, mile 1.5, across the Harlem River in New York. This deviation allows the bridge owner, the City of New York, to not open the swing span on weekends to facilitate repairs to the bridge deck wearing surface. The east channel will be closed to marine traffic during the repairs but the west channel will be open to vessels which can pass under the bridge without a bridge opening.

DATES: This deviation is effective from 6 a.m. Saturdays to 8 p.m. on Sundays, March 14 & 15, 21 & 22, 28 & 29, April 4 & 5, 25 & 26, and May 2 & 3, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Gary Kassof, Chief, Bridge Branch at (212) 668-7165.

SUPPLEMENTARY INFORMATION: The Willis Avenue Swing Bridge, mile 1.5, over the Harlem River has a vertical clearance of 24 feet at mean high water (MHW) and 30 feet at mean low water (MLW) in the closed position.

The City of New York requested a temporary deviation from the operating regulations for the Willis Avenue Swing Bridge in order to conduct repairs to the bridge deck wearing surface. This work is essential for public safety. The existing bridge deck wearing surface has deteriorated and must be replaced as soon as possible.

The repairs to the west channel deck have been completed. The remaining work will be performed on the bridge deck over the east channel and will require that the bridge be closed to navigation. Vessels that can pass under the bridge without an opening may use

the west channel during the closed periods.

This deviation to the operating regulations will allow the bridge to remain in the closed position from 6 a.m. on Saturdays through 8 p.m. on Sundays for the following weekends: March 14 & 15, 21 & 22, 28 & 29; April 4 & 5, 25 & 26; and May 2 & 3, 1998. This deviation from the normal operating regulations is authorized under 33 CFR 117.35.

Dated: March 16, 1998.

James D. Garrison,

*Captain, U.S. Coast Guard, Acting
Commander, First Coast Guard District.*
[FR Doc. 98-9516 Filed 4-9-98; 8:45 am]

BILLING CODE 4910-15-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[AR-2-1-5646a; FRL-5990-9]

Approval and Promulgation of Implementation Plans; Arkansas; Recodification of Air Quality Control Regulations and Correction of Sulfur Dioxide Enforceability Deficiencies

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Direct final rule.

SUMMARY: This action approves Arkansas Department of Pollution Control and Ecology (ADPC&E) Regulation #19, as adopted by the Arkansas Commission on Pollution Control and Ecology (Commission) on July 24, 1992, as a revision to the Arkansas State Implementation Plan (SIP). Regulation #19, "Compilation of Regulations of the Arkansas State Implementation Plan for Air Pollution Control," replaces the air quality control regulations formerly in the "Regulations of the Arkansas Plan of Implementation for Air Pollution Control," (PSD Regulations), and in the "Regulations for the Control of Volatile Organic Compounds" (VOC Regulations). Regulation #19 also corrects sulfur dioxide (SO₂) enforceability deficiencies in the Arkansas SIP. The effect of this action is to approve all sections of Regulation #19, except Section 19.8, into the Arkansas SIP.

DATES: This action is effective on June 9, 1998, unless adverse or critical comments are received by May 11, 1998.

If the effective date is delayed, timely notice will be published in the **Federal Register**.

ADDRESSES: Written comments on this action should be addressed to Mr. Thomas H. Diggs, Chief, Air Planning Section (6PD-L), at the EPA Region 6 Office listed below. Copies of the State submittal and the EPA Evaluation Report are available for public inspection during normal business hours at the following locations. Anyone wanting to examine these documents should make an appointment with the appropriate office at least two working days in advance.

Environmental Protection Agency,
Region 6, Air Planning Section (6PD-L),
1445 Ross Avenue, Dallas, Texas 75202-
2733.

Arkansas Department of Pollution
Control and Ecology, Division of Air
Pollution Control, 8001 National Drive,
P.O. Box 8913, Little Rock, Arkansas
72219-8913.

Documents which are incorporated by
reference are available for public
inspection at the Air and Radiation
Docket and Information Center,
Environmental Protection Agency, 401
M Street, SW., Washington, DC 20460.

FOR FURTHER INFORMATION CONTACT: Bill
Deese of the EPA Region 6 Air Planning
Section at (214) 665-7253 at the address
above.

SUPPLEMENTARY INFORMATION:

I. Background

The EPA required the State of Arkansas to correct enforceability deficiencies in its SO₂ regulations and to correct continuous emission monitoring requirements in its Plan for Designated Facilities and Pollutants (111(d) Plan) for total reduced sulfur from kraft pulp mills. Since the compilation of the existing State air quality control regulations was somewhat confusing, the State decided to combine the federally approved air quality control regulations into a single Regulation #19. The State also decided to delete obsolete materials and update the regulations in the Regulations of the Plan. The EPA was supportive of the State making these revisions.

The Governor of Arkansas submitted Regulation #19, as adopted by the Commission on July 24, 1992, to EPA on September 14, 1992, as a revision to the Arkansas SIP. A public hearing on Regulation #19 was held on May 28, 1992, in Little Rock, Arkansas.

Sections 19.1 through 19.7 of Regulation #19 replace the SIP-approved regulations found in the Regulations of the Plan. Sections 19.9 and 19.10 are recodifications of the SIP-approved PSD

Regulations and the SIP-approved VOC Regulations respectively.

Section 19.8, 111(d) Designated Facilities, is a revision to the State 111(d) Plan and is being acted upon in a separate **Federal Register** action.

II. SO₂ Enforceability Deficiencies Corrections

A nation-wide effort was undertaken to have SO₂ enforceability deficiencies identified and corrected in SIPs before operating permit programs become effective. Because the operating permit programs will initially codify underlying SIP requirements, it is important that the underlying SIP is enforceable so that permits themselves will be enforceable.

The EPA Region 6 Office used the "SO₂ SIP Enforceability Checklist" to review the Arkansas regulations for SO₂ to prepare a list of enforceability deficiencies in the Arkansas SIP. This checklist was included as an attachment to a November 28, 1990, memorandum from the EPA Office of Air Quality Planning and Standards to the EPA Regional Offices Air Branch Chiefs. The checklist focused on the following topics: clarity, averaging times consistent with protection of the SO₂ National Ambient Air Quality Standards (NAAQS), clear compliance determinations, continuous emissions monitoring, adequate reporting and recordkeeping requirements, director's discretion issues, and stack height issues.

These deficiencies in the Arkansas SIP have been corrected in Sections 19.3 and 19.7 in Regulation #19.

Arkansas currently is attainment statewide for the SO₂ NAAQS.

III. Organization of Regulation #19

Regulation #19 is organized as follows:

Section 19.1	Title & Purpose
Section 19.2	Definitions
Section 19.3	Protection of the National Ambient Air Quality Standards
Section 19.4	Permits
Section 19.5	General Emissions Limitations Applicable to Equipment
Section 19.6	Upset Conditions, Revised Emissions Limitations
Section 19.7	Sampling, Monitoring, and Reporting Requirements
Section 19.8	111(d) Designated Facilities
Section 19.9	Prevention of Significant Deterioration Supplement
Section 19.10	Regulations for the Control of Volatile Organic Compounds

IV. Review of Regulation #19

A brief discussion of each section of Regulation #19 is given below. A more detailed review of some sections is given in the EPA Evaluation Report.