

(ASB) No. 222-01-89, for the Model 222 helicopters and Model 222B helicopters; ASB No. 222U-01-60, for the Model 222U helicopters; ASB No. 230-01-20, for the Model 230 helicopters; and ASB No. 430-01-21, for the Model 430 helicopters, all dated February 7, 2001.

(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, Regulations Group, Rotorcraft Directorate, FAA.

Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) The sealant removal shall be done in accordance with the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) No. 222-01-89, for the Model 222 helicopters and Model 222B helicopters; ASB No. 222U-01-60, for the Model 222U helicopters; ASB No. 230-01-20, for the Model 230 helicopters; and ASB No. 430-01-21, for the Model 430 helicopters, all dated February 7, 2001. 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 Bell Helicopter Textron, A Division of Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. 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.

(e) This amendment becomes effective on November 7, 2002.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-2001-22, dated May 24, 2001.

Issued in Fort Worth, Texas, on September 20, 2002.

Eric D. Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 02-24991 Filed 10-2-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD07-02-119]

Drawbridge Operation Regulations; Hobe Sound bridge (SR 708), Atlantic Intracoastal Waterway, mile 996.0, Hobe Sound, Martin County, FL

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Seventh Coast Guard District has approved a temporary deviation from the regulations governing the operation of the Hobe Sound (SR 708) bridge, at Hobe Sound, across the Atlantic Intracoastal Waterway, mile 996.0 in Hobe Sound, Florida. This deviation will allow the bridge to only open a single leaf of the bridge from 8 a.m. until 5 p.m. on October 9, 2002 and October 10, 2002. Double-leaf openings will be available with a two-hour advance notice to the bridge tender. This temporary deviation is required to allow the bridge owner to safely complete emergency repairs.

DATES: This deviation is effective from 8 a.m. on October 9, 2002 until 5 p.m. on October 10, 2002.

ADDRESSES: Material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket [CGD07-02-119] and are available for inspection or copying at Commander (obr), Seventh Coast Guard District, 909 S.E. 1st Avenue, Room 432, Miami, FL 33131 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Dragon, Project Manager, Seventh Coast Guard District, Bridge Branch at (305) 415-6743.

SUPPLEMENTARY INFORMATION: The existing regulations for the Hobe Sound (SR 708) bridge in 33 CFR 117.5, require the bridge to open on signal. Martin County notified the Coast Guard on September 8, 2002, that they needed to operate a single-leaf of the drawbridge to safely effect emergency repairs. A double-leaf opening will be available with two-hours advance notice provided to the bridge tender.

The Commander, Seventh Coast Guard District has granted a temporary deviation from the operating requirements listed in 33 CFR 117.5 to complete repairs to the bridge. Under this deviation, the Hobe Sound bridge need only open a single leaf from 8 a.m.

until 5 p.m. on October 9, 2002 and October 10, 2002. A double-leaf opening will be available with two-hours advance notice provided to the bridge tender.

Dated: September 25, 2002.

Greg Shapley,

Chief, Bridge Administration, Seventh Coast Guard District.

[FR Doc. 02-25087 Filed 10-2-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD07-02-120]

Drawbridge Operation Regulations; Gasparilla Island Causeway Swingbridge, Gulf Intracoastal Waterway, Boca Grande, Charlotte County, FL

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Seventh Coast Guard District, has approved a temporary deviation from the regulations governing the operation of the Gasparilla Island Causeway Swingbridge, across the Gulf Intracoastal Waterway, mile 34.3, at Boca Grande, Florida. This deviation allows the bridge to remain in the closed position from 7 p.m. on October 14, 2002, until 7 a.m. on October 15, 2002, and from 7 p.m. on October 15, 2002 until 7 a.m. on October 16, 2002. This temporary deviation is required to allow the bridge owner to safely complete emergency replacement of the bridge couplings.

DATES: This deviation is effective from 7 p.m. on October 14, 2002 until 7 a.m. on October 16, 2002.

ADDRESSES: Material received from the public, as well as documents indicated in this preamble as being available in the docket [CGD07-02-120] will become part of this docket and will be available for inspection or copying at Commander (obr), Seventh Coast Guard District, 909 S.E. 1st Avenue, Room 432, Miami, FL 33131 between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Barry Dragon, Project Officer, Seventh Coast Guard District, Bridge Section at (305) 415-6743.

SUPPLEMENTARY INFORMATION: The existing regulations for the Gasparilla Island Causeway Swingbridge in 33 CFR

117.287(a-1), requires the swingbridge to open on signal; except that from January 1 to May 31, from 7 a.m. to 5 p.m., the draw need open only on the hour, quarter hour, half hour, and three quarter hour.

The Gasparilla Island Bridge Authority notified the Coast Guard on September 13, 2002 that they needed to close the bridge to vessel traffic for two twelve hour periods to effect emergency replacement of the couplings. The Commander, Seventh Coast Guard District has granted a temporary deviation from the operating requirements listed in 33 CFR 117.287(a-1) to complete repairs to the swingbridge. Under this deviation, the Gasparilla Island Causeway Swingbridge, mile 34.3 at Boca Grande, need not open to vessel traffic, from 7 p.m. on October 14, 2002 until 7 a.m. on October 15, 2002 and from 7 p.m. on October 15, 2002 until 7 a.m. on October 16, 2002.

Dated: September 26, 2002.

Greg Shapley,

Chief, Bridge Administration Branch, Seventh Coast Guard District.

[FR Doc. 02-25190 Filed 10-2-02; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[COTP New Orleans-02-005]

RIN 2115-AA97

Security Zones; Lower Mississippi River, Southwest Pass Sea Buoy to Mile Marker 96.0, New Orleans, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing permanent moving security zones around cruise ships entering and departing the Lower Mississippi River (LMR) from the Southwest Pass sea buoy to mile marker 96.0. These security zones are needed for the safety and security of these vessels. Entry into these zones is prohibited to all persons and vessels unless authorized by the Captain of the Port New Orleans or designated representative.

DATES: This rule is effective beginning 8 a.m. October 15, 2002.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of [COTP New Orleans-02-005] and are available for inspection or copying at

Marine Safety Office New Orleans, 1615 Poydras Street, New Orleans, LA, 70112 between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Ensign Matthew Dooris, Marine Safety Office New Orleans, Port Waterways Management, at (504) 589-4251.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On June 11, 2002, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled "Security Zone; Lower Mississippi River, Southwest Pass Sea Buoy to Mile Marker 96.0, New Orleans, LA", in the **Federal Register** (67 FR 39924). We received no comments on the proposed rule. No public hearing was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. National security and intelligence officials continue to warn that future terrorist attacks against United States interests are likely. The temporary final rule published in the **Federal Register** on June 11, 2002 (67 FR 39853) expires on October 15, 2002. When the temporary rule expires, this final rule replaces it. Any delay in making this final rule effective would be contrary to the public interest because action is necessary to protect against the possible loss of life, injury, or damage to property.

Background and Purpose

On September 11, 2001, both towers of the World Trade Center and the Pentagon were attacked by terrorists. National security and intelligence officials have warned that future terrorist attacks against civilian targets may be anticipated. In response to these terrorist acts, heightened awareness and security of our ports and harbors and the vessels that transit them is necessary. Due to the increased safety and security concerns surrounding the transit of cruise ships, the Captain of the Port, New Orleans established temporary security zones around these vessels [COTP New Orleans-02-004]. The temporary final rule was published June 11, 2002 in the **Federal Register** (67 FR 39853) and remains in effect until 8 a.m. October 15, 2002. We received no comments concerning this temporary final rule.

Advisories regarding threats of terrorism continue. The Captain of the Port New Orleans has determined that there is a need for these security zones to remain in effect indefinitely. The

Captain of the Port New Orleans is establishing permanent security zones around these vessels as they transit between Southwest Pass and mile marker 96.0 LMR.

Moving security zones are established when a cruise ship passes the Southwest Pass Entrance Lighted Buoy "SW" inbound and continues through its transit, mooring, and return transit until it passes the sea buoy outbound. During this time, no vessel may operate within 500 yards of a cruise ship unless operating at the minimum safe speed required to maintain a safe course. Except as described in this rule, no person or vessel is permitted to enter within 100 feet of a cruise ship unless expressly authorized by the Captain of the Port New Orleans. Moored vessels or vessels anchored in a designated anchorage area are permitted to remain within 100 feet of a cruise ship while it is in transit.

The establishment of moving security zones described in this rule will be announced to mariners via Marine Safety Information Broadcast.

For the purpose of this final rule the term "cruise ship" is defined as a passenger vessel over 100 gross tons, carrying more than 12 passengers for hire, making a voyage lasting more than 24 hours any part of which is on the high seas, and for which passengers are embarked or disembarked in the United States or its territories. This definition covers passenger vessels that must comply with 33 CFR parts 120 and 128..

Discussion of Comments and Changes

We received no comments on the proposed rule or temporary final rule. The inner perimeter of the security zone was changed from 100 yards to 100 feet to allow for the passage of other vessels at bends and other narrow areas of the Lower Mississippi River. Because this change is less restrictive than the proposed rule we did not issue a supplemental NPRM.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory and Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it 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).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and