

the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

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

95-08-06 Raytheon Corporate Jets, Inc.
(Formerly de Havilland; Hawker Siddeley; British Aerospace, plc):
Amendment 39-9195. Docket 94-NM-220-AD.

Applicability: Model DH/BH/HS/BAe 125-1A to -700A series airplanes, inclusive, on which Modification 252740 has been installed; Model BAe 125-800A airplanes having constructor's numbers prior to

number 258248; and Hawker 800 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 use the authority provided in paragraph (b) 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 airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent an electrical short in the standby static inverter due to the printed circuit boards being exposed to condensed moisture, accomplish the following:

(a) Within 5 months of the effective date of this AD, remove the existing standby static inverter (type PC 250) and replace it with a Mod C Marathon/Flitronics Inverter (type PC 250), in accordance with Raytheon Corporate Jets Hawker Service Bulletin SB.24-308-7673A, Revision 1, dated July 11, 1994.

(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, Standardization Branch, FAA, Transport Airplane Directorate, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 replacement shall be done in accordance with Raytheon Corporate Jets Hawker Service Bulletin SB.24-308-7673A, Revision 1, dated July 11, 1994. 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 Raytheon Corporate Jets, Inc., 3 Bishops Square, St. Albans Road West, Hatfield, Hertfordshire, AL109NE, United Kingdom. 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 18, 1995.

Issued in Renton, Washington, on April 5, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95-8830 Filed 4-17-95; 8:45 am]

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Coast Guard

33 CFR Part 117

[CG08-94-025]

RIN 2115-AE47

Drawbridge Operation Regulation; Sabine River, LA

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: At the request of the Louisiana Department of Transportation and Development, the Coast Guard is changing the regulation governing the operation of a swing span bridge across the Sabine River, mile 40.8, near Starks, between Calcasieu Parish, Louisiana, and Newton County, Texas, by permitting the draw to remain closed to navigation at all times.

EFFECTIVE DATE: This regulation becomes effective May 18, 1995.

ADDRESSES: Unless otherwise indicated, documents referred to in this preamble are available for inspection or copying at the Eighth Coast Guard District Office, 501 Magazine Street, Room 1313, New Orleans, Louisiana 70130-3396, between 8 a.m. and 3:30 p.m., Monday through Friday, except Federal holidays. The telephone number is (504) 589-2965.

FOR FURTHER INFORMATION CONTACT: Mr. David Frank, Bridge Administration Branch, Eighth Coast Guard District, Telephone (504) 589-2965.

SUPPLEMENTARY INFORMATION:

Drafting Information

The principal persons involved in drafting this document are Mr. David Frank, Project Manager, Bridge Administration Branch, and LT Elisa Holland, Project Attorney.

Regulatory History

On September 30, 1994, the Coast Guard published a notice of proposed rulemaking entitled Drawbridge Operation Regulations; Sabine River, LA in the **Federal Register** (59 FR 49875). The Coast Guard received three letters commenting on the proposal. No public hearing was requested, and none was held.

Background and Purpose

LDOTD requested that the draw remain permanently closed. Navigation requiring openings is non-existent and the bridge has not been opened for twenty years. There is no commercial navigation on the waterway in the vicinity of the bridge crossing. Vertical clearance of the bridge in the closed position is 6 feet above mean high water and 20 feet above mean low water. The occasional small recreational boat which uses the waterway can transit the bridge without requiring an opening. Permitting the permanent closure of the draw will result in a significant savings in maintenance costs with no adverse effect on navigational traffic.

Discussion of Comments

The National Marine Fisheries Service and Louisiana Department of Wildlife and Fisheries offered no objection to the proposed rule change. One letter of objection was received from an individual completing construction of a boat above the bridge site. The bridge owner went to considerable expense to open the bridge to allow the boat to pass. As a result, the lone objector has withdrawn his objection to the proposed rule change.

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 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).

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 of the Small Business Act (15 U.S.C. 632). Because it expects the impact of this proposal to be minimal, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains 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 final rulemaking 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 of Commandant Instruction M16475.1 (series), this proposal is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons set out in the preamble, the Coast Guard amends 33 CFR 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g).

2. Section 117.493 is revised to read as follows:

§ 117.493 Sabine River.

(a) The draws of the Southern Pacific railroad bridge, mile 19.3 near Echo and the Kansas City Southern railroad bridge, mile 36.2 near Ruliff, shall open on signal if at least 24 hours notice is given.

(b) The draw of the S12 bridge, mile 40.8 at Starks, need not be opened for passage of vessels.

Dated: March 16, 1995.

R.C. North,

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

[FR Doc. 95–9530 Filed 4–17–95; 8:45 am]

BILLING CODE 4910–14–M

33 CFR Part 162

[CGD09–95–007]

Inland Waterways Navigation Regulations: Speed Limits on Connecting Waters From Lake Huron to Lake Erie

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Commander of the Ninth Coast Guard District, in cooperation with Canadian authorities, is temporarily amending the speed limits on connecting waters from Lake Huron to Lake Erie. A similar temporary rule was in effect during the 1993 and 1994 navigation seasons. The speed limits in this area are determined in large part by concerns about wake damage. However, lesser wakes are created by nondisplacement power vessels and those speed limits may unnecessarily impede their passage. This temporary rule will allow nondisplacement power vessels, less than 100 gross tons, to exceed the normal speed limits subject to certain restrictions.

DATES: This regulation is effective at 12:01 a.m. on April 1, 1995 and terminates at 12 midnight on November 30, 1995. Comments must be received on or before May 31, 1995.

ADDRESSES: Comments and supporting materials should be mailed or delivered to Lieutenant Katherine Weathers, Assistant Chief of the Marine Port and Environmental Safety Branch, Ninth Coast Guard District, Room 2069, 1240 East Ninth Street, Cleveland, Ohio 44199–2060, (216) 522–3994. Please reference the name of the proposal and the docket number in the heading above. If you desire acknowledgment of your mailed comment, please include a stamped self-addressed envelope or postcard for that purpose. Comments and materials received will be available for public inspection at the above location from 9 a.m. to 3 p.m., Monday through Friday.

FOR FURTHER INFORMATION CONTACT: Lieutenant Katherine E. Weathers, Assistant Chief of the Marine Port and Environmental Safety Branch, Ninth Coast Guard District, (216) 522–3994.

SUPPLEMENTARY INFORMATION:**Request for Comments**

Comments on this regulation, including comments on the prior version in effect during the 1993 and 1994 navigation seasons, are invited. A public hearing is not anticipated, however will be considered if specific requests are received. Requests should indicate how such a hearing would