

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 (c) 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 failure of the front bulkhead of the aft main baggage bay and the doors of the aft right stowage compartment during emergency landing dynamic conditions, which consequently could result in injury to passengers and flight crew and hinder evacuation of the airplane through the exit adjacent to the bulkhead, accomplish the following:

(a) For all airplanes: Within 30 days after the effective date of this AD, replace the weight limitation placards in the aft main baggage bay and aft right stowage compartment with new placards indicating lower maximum weight limitations, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(b) For airplanes having constructor numbers 41041 through 41043 inclusive, 41045, 41055, 41058, 41059, 41063, and 41064: Within 30 days after the effective date of this AD, after accomplishment of the requirements of paragraph (a) of this AD, revise the FAA-approved Airplane Flight Manual by removing Amendment P25, in accordance with Jetstream Service Bulletin J41-11-014, dated January 18, 1996.

(c) 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, ANM-113, 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, 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.

(d) 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.

Issued in Renton, Washington, on December 2, 1996.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-31109 Filed 12-5-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-CE-28-AD]

RIN 2120-AA64

Airworthiness Directives; Industrie Aeronautiche E Meccaniche Model Piaggio P-180 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This document withdraws a notice of proposed rulemaking (NPRM) that would have applied to certain Industrie Aeronautiche E Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. The proposed action would have required replacing certain AlliedSignal Aerospace outflow/safety valves in the pressurization system with new or serviceable valves. During the comment period of this NPRM, the Transport Airplane Directorate of the Federal Aviation Administration (FAA) issued AD 96-18-20 to address the same condition on these I.A.M. Model Piaggio P-180 airplanes. With this in mind, the FAA has determined that the proposed rule should be withdrawn. This withdrawal does not prevent the FAA from initiating future rulemaking on this subject.

FOR FURTHER INFORMATION CONTACT: Walter Eierman, Aerospace Engineer, Systems and Equipment Branch, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone (310) 627-5336; facsimile (310) 627-5210.

SUPPLEMENTARY INFORMATION:

Events Leading to This Action

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain I.A.M. Model Piaggio P-180 airplanes of the same type design that are registered in the United States and have an AlliedSignal Aerospace outflow/safety valve installed was published in the Federal Register on August 12, 1996 (61 FR 41753). The action proposed to require replacing outflow/safety valves with new or serviceable valves.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost.

During the comment period of this notice of proposed rulemaking (NPRM), the Transport Airplane Directorate of the FAA issued AD 96-18-20, Amendment 39-9747 (61 FR 47409,

September 9, 1996), to address the same condition on these I.A.M. Model Piaggio P-180 airplanes. The continued airworthiness authority of these airplanes resides with the Small Airplane Directorate because I.A.M. Model Piaggio P-180 airplanes are type certificated under part 23 of the Federal Aviation Regulations (14 CFR part 23). However, because AD 96-18-20 is already in effect, the FAA has decided to withdraw the NPRM issued by the Small Airplane Directorate.

Withdrawal of this NPRM constitutes only such action, and does not preclude the agency from issuing future rulemaking on this issue, nor does it commit the agency to any course of action in the future.

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation Safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. 96-CE-28-AD, published in the Federal Register on August 12, 1996 (61 FR 41753), is withdrawn.

Issued in Kansas City, Missouri, on December 2, 1996.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-31097 Filed 12-5-96; 8:45 am]

BILLING CODE 4910-13-U

Coast Guard

33 CFR Part 100

[CGD07-96-063]

RIN 2115-AE46

Special Local Regulations; Invitational Rowing Regatta, Augusta, GA

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to establish special local regulations for the Augusta Invitational Rowing Regatta. This event would be held annually on Thursday, Friday, Saturday, and Sunday in the third week of March from 7 a.m. to 5 p.m. The nature of the event and the closure of the Savannah River creates an extra or unusual hazard on the navigable waters of the Savannah

River at Augusta, GA. Therefore, these proposed regulations are necessary for the safety of life on the navigable waters.

DATES: Comments must be received on or before February 4, 1997.

ADDRESSES: Comments may be mailed to Commander, U.S. Coast Guard Group Charleston, 196 Tradd Street, Charleston, SC 29401, or may be delivered to the Operations Office at the same address between 7:30 a.m. and 3:30 p.m. Monday through Friday, except federal holidays. The telephone number is (803) 724-7621.

The Group Commander maintains the public docket for this rulemaking. Comments will become part of this docket and will be available for inspection or copying at the above address.

FOR FURTHER INFORMATION CONTACT: ENS M.J. DaPonte, Project Officer, Coast Guard Group Charleston, SC at (803) 724-7621.

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 [CGD07-96-063] and the specific section of this proposal to which each comment applies, and give a reason for each comment. Persons desiring acknowledgement of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

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

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Project Manager at the address under **ADDRESSES**. If it is determined that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at the time and place announced by a later notice in the Federal Register.

Background and Purpose

The proposed regulations are needed to provide for the safety of life during the Augusta Invitational Rowing Regatta. These proposed regulations are intended to promote safe navigation on the Savannah River during the rowing regatta by controlling the traffic entering, exiting, and traveling within these waters. Historically, the anticipated concentration of spectator and participant vessels associated with

the Invitational Rowing Regatta has posed a safety concern, which is addressed in these proposed special local regulation.

The proposed regulations would not permit the entry or movement of spectator vessels and other non-participating vessel traffic between U.S. Highway Route 1 (Fifth Street) Bridge at mile marker 199.45 and Eliot's Fish Camp at mile marker 197, from 7:00 a.m. to 5:00 p.m. annually on Thursday, Friday, Saturday, and Sunday of the third week of March. The proposed regulations would permit the movement of spectator vessels and other non-participants after the termination of the regatta each day, and during intervals between scheduled events at the discretion of the Coast Guard Patrol Commander.

Regulatory Evaluation

This proposal is not a major 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 if the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. The proposed regulations would last for only 10 hours on each 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 proposal 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 3 of the Small Business Act (15 U.S.C. 632).

The Coast Guard expects the economic impact of this proposal to be minimal, and certifies under 5 U.S.C. 605(b) that his proposal, if adopted, will not have a significant impact on a substantial number of small entities. These proposed regulations will not have a significant economic impact on small entities because the limited area regulated and limited duration of the regulation.

Collection of Information

This proposal 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 proposal in accordance with the principals and criteria contained in Executive Order 12612 and has determined that this proposal does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impact on this proposal consistent with Section 2.B.2. of Commandant Instruction M16475.1B. In accordance with that instruction, specifically section 2.B.4.g. and h., 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 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 amends 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 § 100.724 is added to read as follows:

§ 100.724 Annual Augusta Invitational Rowing Regatta; Savannah River, Augusta, GA.

(a) Definitions.

(1) *Regulated area.* The regulated area is formed by a line drawn directly across the Savannah River at U.S. Highway 1 (Fifth Street) Bridge at mile marker 199.45 and directly across the Savannah River at Eliot's Fish Camp at mile marker 197. The regulated area would encompass the width of the Savannah River between these two lines.

(2) *Coast Guard Patrol Commander.* The Coast Guard patrol Commander is

a commissioned, warrant, or petty officer of the Coast Guard who has been designated by the Commander, Coast Guard Group Charleston, SC.

(b) *Special local regulations.* (1) Entry into the regulated area is prohibited to all non-participants.

(2) After the termination of the Invitational Rowing Regatta each day, and during intervals between scheduled events, at the discretion of the Coast Guard Patrol Commander, all vessels may resume normal operations.

(c) *Effective dates.* This section is effective at 7:00 a.m. and terminates at 5:00 p.m. annually, on Thursday, Friday, Saturday and Sunday of the third week of March.

Dated: November 12, 1996.

J.D. Hull,

*U.S. Coast Guard Acting Commander,
Seventh Coast Guard District.*

[FR Doc. 96-31032 Filed 12-5-96; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[FRL-5660-6]

Clean Air Act Approval and Promulgation of State Implementation Plan for Colorado; Oxygenated Gasoline Program; Carbon Monoxide State Implementation Plans for Denver and Longmont—Supplemental Notice; and PM₁₀ State Implementation Plan for Denver—Supplemental Notice

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rulemaking.

SUMMARY: The Environmental Protection Agency ("EPA" or the "Agency") is proposing to approve a State Implementation Plan (SIP) revision submitted by the State of Colorado that would shorten the season for the oxygenated gasoline program from four to three and a half months. The State has requested that EPA approve Colorado's elimination of the requirement for oxygenated gasoline use during the last two weeks of February for the Denver-Boulder, Fort Collins-Loveland, and Colorado Springs Metropolitan Statistical Areas (MSA). Based on Colorado's revision to its oxygenated gasoline requirements, EPA is reproposing approval of the Denver Carbon Monoxide (CO) SIP, Longmont CO SIP, and Denver PM₁₀ SIP. EPA is taking the action to shorten the oxygenated gasoline season under Sections 110 and 211(m) of the Clean Air Act.

DATES: Comments must be received on or before January 6, 1997.

ADDRESSES: Comments may be mailed to Richard R. Long, Director, Air Programs, USEPA Region VIII (P2-A), 999 18th Street—Suite 500, Denver, Colorado 80202-2466. Copies of the documents relevant to this action are available for public inspection during normal business hours at the above address. Interested persons wanting to examine these documents should make an appointment with the appropriate contact person at least 24 hours before the visiting day.

FOR FURTHER INFORMATION CONTACT:

Scott Lee, at (303) 312-6736 or via e-mail at lee.scott@epamail.epa.gov. While information may be requested via e-mail, comments must be submitted in writing to the EPA Region VIII address above.

SUPPLEMENTARY INFORMATION:

I. Background

Section 211(m) of the Act requires that certain states submit revisions to their SIPs, and implement oxygenated gasoline programs, no later than November 1, 1992. This requirement applies to all states with carbon monoxide nonattainment areas with design values of 9.5 parts per million or more based generally on 1988 and 1989 data. The Act requires that the winter oxygenated gasoline program apply to all gasoline sold in the larger of the Consolidated Metropolitan Statistical Area (CMSA) or Metropolitan Statistical Area (MSA) in which the nonattainment area is located. (In Colorado, these areas are the Colorado Springs MSA, Fort Collins-Loveland MSA, and the Denver-Boulder CMSA.) Gasoline for the specified control area(s) must contain not less than 2.7% oxygen by weight during that portion of the year in which the areas are prone to high ambient concentrations of carbon monoxide.

Under Section 211(m)(2), the length of the control period, established by the EPA Administrator, shall not be less than four months unless a state can demonstrate that, because of meteorological conditions, a reduced control period will assure that there will be no carbon monoxide exceedances outside of such reduced period. EPA guidance¹ identified an appropriate control period for Colorado, to run from the first day of November through the last day of February.

¹ See "Guidelines for Oxygenated Gasoline Credit Programs and Guidelines on Establishment of Control Periods under Section 211(m) of the Clean Air Act as Amended—Notice of Availability," 57 FR 47849 (October 20, 1992).

On November 26, 1992, the State of Colorado submitted to EPA a revision to Regulation No. 13 (Colorado had an existing state oxygen gasoline program), which updated Colorado's oxygenated gasoline program to meet federal guidelines. The November 26, 1992 SIP revision provided for a 2.7% minimum oxygen content by weight program and established a control period in accordance with the EPA guidance. EPA proposed approval of this SIP revision on January 11, 1994 (59 FR 1513) and finalized approval on July 25, 1994 (59 FR 37698) in conjunction with a limited approval of Colorado's PM₁₀ SIP.

On July 11, 1994, Governor Roy Romer submitted comprehensive revisions to the Colorado SIP. Included in the comprehensive revision was a commitment to revise Regulation No. 13, Colorado Oxygenated Gasoline Program. The State's commitment, which it has since met, was to adopt and implement a 3.1% oxygenated fuels program, providing additional benefit over the 2.7% program already required in the area by Section 211(m) of the Act. The State determined it needed the additional benefit to ensure attainment of the CO standard in Denver by the applicable attainment date.

The Colorado Air Quality Control Commission (AQCC) revised Regulation No. 13 in two steps. On July 19, 1994, the AQCC revised Regulation No. 13 to incorporate the "maximum blending" approach for the winter of 1994-95. This approach requires gasoline suppliers using methyl tertiary butyl ether (MTBE) as an oxygenate to blend at the 2.7% oxygen level (the maximum allowed by Federal regulations), and suppliers using ethanol as an oxygenate to blend at the 3.5% oxygen level (also the maximum allowed by Federal regulations). The market share of ethanol in the Denver area has exceeded 50% in recent years, and this approach is expected to result in at least a 3.1% oxygen content during each winter season. On October 20, 1994, the AQCC revised Regulation No. 13 to incorporate a more complex 3.1% "averaging" program. If the maximum blending approach should fail to provide for at least a 3.1% oxygen content, the SIP revision provides that in subsequent winter seasons the averaging program will take effect. On September 29, 1995, the Governor submitted both revisions to EPA for approval. EPA found the submittal complete on November 30, 1995. On July 9, 1996, EPA proposed approval of these revisions as a control measure for the Denver CO SIP and a