

NOTE

If a light is on, check system configuration and take appropriate action.

LWR CARGO FIRE/CREW REST TEST/ARM AREA SMOKE Detectors.

Move FIRE/SMK DET switch to TEST and hold. Observe the REST AREA SMK DET, FWD SMK DET, CREW REST AREA SMOKE, FWD CARGO FIRE, AFT SMK DET, HEAT DET and AFT CARGO FIRE lights are on. At the pilot's overhead annunciator panel, observe CARGO FIRE and CREW REST AREA SMOKE lights are on. At the glareshield, observe both MASTER WARN lights are on.

Release switch to ARM position.

If one or more lights failed to come on during the test, pull circuit breakers D-3 (CARGO CREW REST SMOKE DETS & INDS) and D-4 (CARGO OVERHEAT). Reset after two seconds.

Re-accomplish test.

If test is not successful, contact maintenance."

Optional Terminating Action

(i) Replacement of Meggitt Model 602 smoke detectors P/N 8930-() with modified smoke detectors in accordance with Meggitt Safety Systems Service Information Letter 8930-26-01, dated November 8, 2004, terminates the operational limitation required by paragraph (h) of this AD. After all P/N 8930-() smoke detectors have been replaced on the airplane, the operational limitation specified in paragraph (h) of this AD may be removed from the AFM.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on January 12, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 92-ANE-15-AD; Amendment 39-13916; AD 2004-26-04]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 2004-26-04. That AD applies to Pratt & Whitney (PW) JT8D-200 series turbofan engines. That AD was published in the **Federal Register** on January 5, 2005 (70 FR 677). This document corrects a compliance time in Table 1 of the AD. In all other respects, the original document remains the same.

DATES: Effective February 9, 2005.

FOR FURTHER INFORMATION CONTACT:

Keith Lardie, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7189; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: A final rule AD, FR Doc. 05-84, that applies to PW JT8D-200 series turbofan engines, was published in the **Federal Register** on January 5, 2005 (70 FR 677). The following correction is needed:

§ 39.13 [Corrected]

■ On page 678, in Table 1, right-hand column, "At the next engine shop visit after the effective date of this AD, but no later than December 31, 2004" is corrected to read "Before further flight".

Issued in Burlington, MA, on January 14, 2005.

Francis A. Favara,

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

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DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 165**

[COTP San Francisco Bay 04-007]

RIN 1625-AA87

Security Zone; Suisun Bay, Concord, CA

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing fixed security zones in the navigable waters of the United States around each of the three piers at the Military Ocean Terminal Concord (MOTCO), California (formerly United States Naval Weapons Center Concord, California), any combination of which can be enforced by the Captain of the

Port (COTP) San Francisco Bay during the onloading or offloading of military equipment and ordnance, depending on which pier, or piers, are being used. In light of recent terrorist actions against the United States, these security zones are necessary to ensure the safe onloading and offloading of military equipment and to ensure the safety of the public from potential subversive acts. The security zones prohibit all persons and vessels from entering, transiting through or anchoring within portions of the Suisun Bay within 500 yards of any MOTCO pier, or piers, where military onload or offload operations are taking place, unless authorized by the COTP or his designated representative.

DATES: This rule is effective February 23, 2005.

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 docket COTP 04-007 and are available for inspection or copying at the Waterways Branch of the Marine Safety Office San Francisco Bay, Coast Guard Island, Alameda, California, 94501, between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Doug Ebberts, U.S. Coast Guard Marine Safety Office San Francisco Bay, at (510) 437-3073.

SUPPLEMENTARY INFORMATION:**Regulatory Information**

On July 19, 2004, we published a notice of proposed rulemaking (NPRM) in the **Federal Register** (69 FR 42950) proposing to establish permanent security zones around the three piers at the MOTCO facility. This NPRM incorrectly stated that lighted buoys would be used to mark the perimeter of the proposed security zones and that the MOTCO Piers were numbered from east to west instead of west to east. Because of these errors, a supplemental NPRM was published in the **Federal Register** (69 FR 55125) on September 13, 2004 to correct the errors in the initial NPRM and provide 60 more days for the public to comment. We received no letters commenting on the proposed rule. No public hearing was requested, and none was held.

Penalties for Violating Security Zone

Vessels or persons violating this security zone will be subject to the penalties set forth in 33 U.S.C. 1232 and 50 U.S.C. 192. Pursuant to 33 U.S.C. 1232, any violation of the security zone described herein, is punishable by civil penalties (not to exceed \$32,500 per