

TABLE 2—VISUAL ACUITY IMPAIRMENT VALUE—Continued

Snellen best-corrected central visual acuity for distance		Visual acuity impairment value (102.04B)
English	Metric	
20/80	6/24	0.60
20/100	6/30	0.70

c. *Visual field impairment value.* Your visual field impairment value corresponds to the visual field in your better eye. Using the MD from acceptable automated static threshold perimetry, we calculate the visual field impairment value by dividing the absolute value of the MD by 22. For example, if your MD on an HFA 30–2 is –16, your visual field impairment value is: $| -16 | \div 22 = 0.73$.

d. *Visual impairment value.* Under 102.04B, we calculate the visual impairment value by adding your visual acuity impairment value (see 102.00A8b) and your visual field impairment value (see 102.00A8c). For example, if your visual acuity impairment value is 0.48 and your visual field impairment value is 0.73, your visual impairment value is: $0.48 + 0.73 = 1.21$.

9. *What are our requirements for an acceptable perimeter?* We will use results from automated static threshold perimetry performed on a perimeter that:

a. Uses optical projection to generate the test stimuli.

b. Has an internal normative database for automatically comparing your performance with that of the general population.

c. Has a statistical analysis package that is able to calculate visual field indices, particularly mean deviation or mean defect.

d. Demonstrates the ability to correctly detect visual field loss and correctly identify normal visual fields.

e. Demonstrates good test-retest reliability.

f. Has undergone clinical validation studies by three or more independent laboratories with results published in peer-reviewed ophthalmic journals.

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102.01 Category of Impairments, Special Senses and Speech

102.02 *Loss of central visual acuity.*

A. Remaining vision in the better eye after best correction is 20/200 or less.

OR

B. An inability to participate in visual acuity testing using Snellen methodology or other comparable testing, clinical findings that fixation

and visual-following behavior are absent in the better eye, and one of the following:

1. Abnormal anatomical findings indicating a visual acuity of 20/200 or less in the better eye (such as the presence of Stage III or worse retinopathy of prematurity despite surgery, hypoplasia of the optic nerve, albinism with macular aplasia, or bilateral optic atrophy); or

2. Abnormal neuroimaging documenting damage to the cerebral cortex which would be expected to prevent the development of a visual acuity better than 20/200 in the better eye (such as neuroimaging showing bilateral encephalomyelitis or bilateral encephalomalacia); or

3. Abnormal electroretinogram documenting the presence of Leber’s congenital amaurosis or achromatopsia in the better eye; or

4. An absent response to VER testing in the better eye.

102.03 *Contraction of the visual field in the better eye, with:*

A. The widest diameter subtending an angle around the point of fixation no greater than 20 degrees.

OR

B. An MD of 22 decibels or greater, determined by automated static threshold perimetry that measures the central 30 degrees of the visual field (see 102.00A6d.).

OR

C. A visual field efficiency of 20 percent or less, determined by kinetic perimetry (see 102.00A7c).

102.04 *Loss of visual efficiency, or visual impairment, in the better eye:*

A. A visual efficiency percentage of 20 or less after best correction (see 102.00A7d.).

OR

B. A visual impairment value of 1.00 or greater after best correction (see 102.00A8d).

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DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DoD.

ACTION: Final rule.

SUMMARY: The Department of the Navy (DoN) is amending its certifications and

exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (DAJAG)(Admiralty and Maritime Law) has determined that USS MINNESOTA (SSN 783) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special function as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

DATES: This rule is effective March 28, 2013 and is applicable beginning March 11, 2013.

FOR FURTHER INFORMATION CONTACT: Lieutenant Jocelyn Loftus-Williams, (Admiralty and Maritime Law), Office of the Judge Advocate General, Department of the Navy, 1322 Patterson Ave. SE., Suite 3000, Washington Navy Yard, DC 20374–5066, telephone 202–685–5040.

SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the DoN amends 32 CFR Part 706.

This amendment provides notice that the DAJAG (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, has certified that USS MINNESOTA (SSN 783) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Annex I, paragraph 2(a)(i), pertaining to the vertical placement of the masthead light; Annex I, Section 2(f) (i), pertaining to Virginia class submarine masthead light location below the submarine identification lights; Annex I, paragraph 2(k), pertaining to the vertical separation of the anchor lights and vertical placement of the forward anchor light above the hull; Rule 30 (a) and Rule 21 (e), pertaining to arc of visibility of the forward and after anchor lights; Annex I, paragraph 3(b), pertaining to the location of the sidelights; and Rule 21(c), pertaining to the location and arc of visibility of the sternlight. The DAJAG (Admiralty and Maritime Law) has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a

manner differently from that prescribed herein will adversely affect the vessel's ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine safety, Navigation (water), and Vessels.

For the reasons set forth in the preamble, the DoN amends part 706 of title 32 of the Code of Federal Regulations as follows:

PART 706—CERTIFICATIONS AND EXEMPTIONS UNDER THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

■ 1. The authority citation for part 706 continues to read as follows:

Authority: 33 U.S.C. 1605.

■ 2. Section 706.2 is amended as follows:

■ A. In Table One by adding, in alpha numerical order, by vessel number, an entry for USS MINNESOTA (SSN 783);

■ B. In Table Three by adding, in alpha numerical order, by vessel number, an entry for USS MINNESOTA (SSN 783); and

■ C. Section 706.2 is amended by adding paragraphs 25 and 26 following Table Four to read as follows:

§ 706.2 Certifications of the Secretary of the Navy under Executive Order 11964 and 33 U.S.C. 1605.

* * * * *

TABLE ONE

Vessel	No.	Distance in meters of forward masthead light below minimum required height. § 2(a)(i), Annex I
USS MINNESOTA	SSN 783	2.76

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TABLE THREE

Vessel	No.	Masthead lights arc of visibility; rule 21(a)	Side lights arc of visibility; rule 21(b)	Stern light arc of visibility; rule 21(c)	Side lights distance inboard of ship's sides in meters 3(b) annex 1	Stern light, distance forward of stern in meters; rule 21(c)	Forward anchor light, height above hull in meters; 2(K) annex 1	Anchor lights relationship of aft light to forward light in meters 2(K) annex 1
USS MINNESOTA	SSN 783	*	*	205.1°	4.37	11.05	2.8	0.30 below

* * * * *

25. On the following ships the masthead light is located 0.81 meters

below the submarine identification lights and does not meet the

requirement described by Annex I, 2(f)(i).

Vessel	No.	Distance in meters of masthead light below the submarine identification lights
USS VIRGINIA	SSN 774	0.81
USS TEXAS	SSN 775	0.81
USS HAWAII	SSN 776	0.81
USS NORTH CAROLINA	SSN 777	0.81
USS NEW HAMPSHIRE	SSN 778	0.81
USS NEW MEXICO	SSN 779	0.81
USS MISSOURI	SSN 780	0.81
USS CALIFORNIA	SSN 781	0.81
USS MISSISSIPPI	SSN 782	0.81

Vessel	No.	Distance in meters of masthead light below the submarine identification lights
USS MINNESOTA	SSN 783	0.81

26. On the following ships the arc of visibility required by Rule 30(a) and Rule 21(e), for the forward and after lights may be obstructed through the following angles relative to the ship's heading due to the ship's sail.

Vessel	No.	Obstruction angle relative to ship's heading	
		Forward anchor light	Aft anchor light
USS VIRGINIA	SSN 774	172° to 188°	359° to 1°
USS TEXAS	SSN 775	172° to 188°	359° to 1°
USS HAWAII	SSN 776	172° to 188°	359° to 1°
USS NORTH CAROLINA	SSN 777	172° to 188°	359° to 1°
USS NEW HAMPSHIRE	SSN 778	172° to 188°	359° to 1°
USS NEW MEXICO	SSN 779	172° to 188°	359° to 1°
USS MISSOURI	SSN 780	172° to 188°	359° to 1°
USS CALIFORNIA	SSN 781	172° to 188°	359° to 1°
USS MISSISSIPPI	SSN 782	172° to 188°	359° to 1°
USS MINNESOTA	SSN 783	172° to 188°	359° to 1°

Approved: March 11, 2013.

A. B. Fischer,
Captain, JAGC, U.S. Navy, Deputy Assistant Judge Advocate, General (Admiralty and Maritime Law).

Dated: March 21, 2013.

C. K. Chiappetta,
Lieutenant Commander, Office of the Judge Advocate General, U.S. Navy, Federal Register Liaison Officer.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2013-0167]

Drawbridge Operation Regulations; Atlantic Intracoastal Waterway, Wrightsville Beach, NC and Northeast Cape Fear River, at Wilmington, NC

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedules that govern two of North Carolina Department of Transportation (NCDOT) bridges: The S.R. 74 Bridge, across the Atlantic Intracoastal Waterway (AIWW), mile 283.1, at Wrightsville Beach, NC, and the Isabel S. Holmes Bridge across the Northeast

Cape Fear River, mile 1.0, at Wilmington, NC. This deviation is necessary to accommodate the 6th annual PPD Beach2Battleship iron and half iron distance triathlons. This deviation allows both drawbridges to remain in the closed position during the race.

DATES: This deviation is effective from 7 a.m. to 6 p.m. on October 26, 2013.

ADDRESSES: The docket for this deviation, [USCG-2013-0167] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Kashanda Booker, Coast Guard; telephone 757-398-6227, email Kashanda.L.Booker@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION: The Wilmington Family YMCA, on behalf of NCDOT who owns and operates both the Isabel S. Holmes and the S.R. 74 bridges, has requested a temporary

deviation from the current operating regulations set out in 33 CFR 117.829 (a) and 33 CFR 117.821(a)(4), respectively.

Due to changes in the event times, the following drawbridges will now be closed to navigation to accommodate the 6th annual PPD Beach2Battleship iron and half iron distance triathlons on Saturday, October 26, 2013: the Isabel S. Holmes Bridge from 10:30 a.m. to 6 p.m.; and the S.R.74 Bridge from 7 a.m. to 11:30 a.m.

There are no alternate routes for vessels transiting these sections of the Northeast Cape Fear River and the AIWW. The drawbridges will be able to open in the event of an emergency.

The majority of the vessels that transit through these bridges during this time of year are primarily recreational boats. The Coast Guard will inform all users of the waterways through our Local and Broadcast Notice to Mariners of the closure periods for the drawbridges so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 19, 2013.

Waverly W. Gregory, Jr.,
Bridge Program Manager, Fifth Coast Guard District.

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