

of the Interior acknowledges to exist as an Indian tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994. Tribal participation is voluntary. Tribes may express interest in participating in the advance notifications and may discontinue their participation at any time. Currently, 27 Tribes have expressed interest in receiving the advance notifications. Tribes meeting the criteria may receive advance notifications after certifying that the Safeguards Information associated with the shipments of these materials will be adequately protected by complying with the requirements in 10 CFR 73.21 and 73.22.

After the NRC receives this certification and the contact information for the Tribal official or Tribal official's designee, the NRC will add the Tribe to the list of advance notification contacts and the Tribal reservation information to the interactive map of Tribal boundaries at <http://www.nrc.gov/about-nrc/state-tribal/tribal-advance-notification.html>. Current contact information can also be accessed throughout the year at <http://nrc-stp.ornl.gov/special/designee.pdf>. The list is published annually in the **Federal Register** on or about June 30 to reflect any changes in information. Licensees should check these sites to determine whether they need to provide advance notification when they have any shipments meeting the criteria in 10 CFR 71.97 or 73.37 that will pass within or across a participating Tribe's reservation.

Dated at Rockville, Maryland, this 10th day of June 2013.

For the U.S. Nuclear Regulatory Commission.

Melanie A. Galloway,

Acting Director, Division of Intergovernmental Liaison and Rulemaking, Office of Federal and State Materials and Environmental Management Programs.

[FR Doc. 2013-14159 Filed 6-13-13; 8:45 am]

BILLING CODE 7590-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. CE305; Special Conditions No. 23-245-SC]

Special Conditions: Cirrus Design Corporation, Model SF50; Fire Extinguishing for Upper Aft Fuselage Mounted Engine; Withdrawal

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; withdrawal.

SUMMARY: The FAA is withdrawing a previously published notice granting special conditions for the Cirrus Design Corporation model SF50 airplane. We are withdrawing Special Condition No. 23-245-SC through mutual agreement with Cirrus Design Corporation.

DATES: This special condition published on April 20, 2010 at 75 FR 20518 is withdrawn, effective June 14, 2013.

FOR FURTHER INFORMATION CONTACT:

Leslie B. Taylor, Federal Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106; telephone (816) 329-4134; facsimile (816) 329-4090, email leslie.b.taylor@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On April 20, 2010, the FAA published Special Condition No. 23-245-SC for the Cirrus Design Corporation new model SF50. The model SF50 is a 7-seat (5 adults and 2 children), pressurized, retractable gear, carbon composite, airplane with one turbofan engine mounted partially in the upper aft fuselage.

The single turbofan engine is mounted on the upper aft fuselage, not in the pilot's line of site. Upper aft fuselage mounted engine installations, along with the need to protect such installed engines from fires, were not envisioned in the development of the part 23 normal category regulations.

The model SF50 certification project was granted an extension on September 19, 2011. Amendment 23-62 (76 FR 75736), published December 2, 2011, incorporated Special Condition No. 23-245-SC. On December 11, 2012, Cirrus Design Corporation elected to adjust the model SF50 certification basis to 14 CFR part 23, Amendment 62.

Reason for Withdrawal

The FAA is withdrawing Special Condition No. 23-245-SC because Cirrus elected to revise the model SF50 certification basis to Amendment 23-62.

The authority citation for this Special Condition withdrawal is 49 U.S.C. 106(g), 40113 and 44701; 14 CFR 21.16 and 21.17; and 14 CFR 11.38 and 11.19.

Conclusion

Withdrawal of this special condition does not preclude the FAA from issuing another notice on the subject matter in the future or committing the agency to any future course of action.

Issued in Kansas City, Missouri on June 5, 2013.

Earl Lawrence,

Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013-14151 Filed 6-13-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-1329; Directorate Identifier 2012-NE-46-AD; Amendment 39-17479; AD 2013-12-02]

RIN 2120-AA64

Airworthiness Directives; Engine Alliance Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Engine Alliance GP7270 and GP7277 turbofan engines. This AD was prompted by damage to the high-pressure compressor (HPC) stage 7-9 spool caused by failure of the baffle plate feature on affected HPC stage 6 disks. This AD requires initial and repetitive borescope inspections of the baffle plate feature and removal from service of the HPC stage 6 disk if the plate is missing material. This AD also requires mandatory removal from service of these HPC stage 6 disks at the next HPC module exposure. We are issuing this AD to prevent failure of the HPC stage 7-9 spool, uncontained engine failure, and damage to the airplane.

DATES: This AD is effective July 19, 2013.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Martin Adler, Aerospace Engineer,