

2013-06-51 Various Helicopter Models With The Goodrich Hoist Installed:
Amendment 39-17486; Docket No. FAA-2013-0521; Directorate Identifier 2013-SW-010-AD.

(a) Applicability

This AD applies to helicopters, certificated in any category, with an externally-mounted hoist with a part number and serial number listed in Table 1 of Goodrich Alert Service Bulletin No. 44301-10-15, dated March 8, 2013 (ASB), installed, including but not limited to the following:

- (1) AgustaWestland S.p.A Model A109, A109S, A109K2, A109A, A109A II, A109C, A109E, AW109SP, AB139, AW139, AB412, and AB412 EP;
- (2) Bell Helicopter Textron, Inc., Model 212, 214B, 214B-1, 214ST, 412, 412CF, and 412EP;
- (3) Bell Helicopter Textron Canada, Ltd., Model 429 and 430;
- (4) Eurocopter France Model AS 365 N3, AS332L2, and EC225LP;
- (5) Eurocopter Deutschland GmbH Model MBB-BK 117 C-2, EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, and EC135T2+;
- (6) MD Helicopters, Inc., Model MD900; and
- (7) Sikorsky Aircraft Corporation Model S-61L, S-61N, S-61R, S-61NM, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-76A, S-76B, S-76C, S-76D, and S-92A helicopters.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of the overload clutch resulting in in-flight failure of the hoist, which could result in injury to persons being lifted.

(c) Affected ADs

This AD publishes EAD No. 2013-06-51, issued March 25, 2013.

(d) Effective Date

This AD becomes effective July 15, 2013 to all persons except those persons to whom it was made immediately effective by EAD No. 2013-06-51, issued March 25, 2013, which contained the requirements of this AD.

(e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(f) Required Actions

Before next flight involving a hoist operation, perform the following one-time actions:

- (1) Perform a cable conditioning lift by following the Accomplishment Instructions, paragraphs 2.A. through 2.A.(2), of the ASB.
- (2) Perform a load inspection test by following the Accomplishment Instructions, paragraphs 2.B. through 2.I., of the ASB. Refer to the aircraft weight and balance limitations prior to performing this test and use a balancing load if necessary to prevent helicopter rollover. Any alternate method of complying with the load inspection test must first be approved in accordance with paragraph (g) of this AD.

(3) If the hoist fails the load inspection test, deactivate or replace the hoist with an airworthy hoist.

(4) Record the result of the load inspection test on the hoist component history card or equivalent record.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0077R1, dated March 27, 2013. You may view the EASA AD at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0521.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Equipment/Furnishings.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Goodrich Alert Service Bulletin No. 44301-10-15, dated March 8, 2013.

(ii) Reserved.

(3) For Goodrich Corporation's service information identified in this AD, contact Goodrich Corporation, Sensors & Integrated Systems (SIS-CA), Brea, CA 92821; telephone (714) 984-1461; <http://www.goodrich.com/Goodrich>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on June 13, 2013.

Kim Smith,

Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013-14842 Filed 6-27-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2012-1335; Airspace Docket No. 12-ASO-19]

Establishment of Class E Airspace; Captiva, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; delay of effective date.

SUMMARY: This action changes the effective date of a final rule, published in the **Federal Register** on June 6, 2013, establishing controlled airspace at Upper Captiva Island Heliport, Captiva, FL, to allow additional time for en route charting.

DATES: Effective date: 0901 UTC. The effective date of the final rule published on June 6, 2013 is delayed from June 27, 2013 to August 22, 2013. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-6364.

SUPPLEMENTARY INFORMATION:

History

On June 6, 2013, the FAA published a final rule, in the **Federal Register** establishing Class E airspace at Upper Captiva Island Heliport, Captiva, FL, (78 FR 33967). Subsequent to publication, the FAA found that the effective date of June 27, 2013 did not allow sufficient time for coordination with FAA's aeronautical data charting service, thereby making this action necessary.

The Class E airspace designations are published in Paragraphs 6005 of FAA order 7400.9W, dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Final Rule Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date on Airspace Docket No. 12-ASO-19, for the establishment of Class E airspace at Upper Captiva Island Heliport, Captiva, FL, as published in the **Federal Register** of June 6, 2013, (78 FR 33967), FR Doc. 2013-13105, is delayed from June 27, 2013, to August 22, 2013.

Issued in College Park, Georgia, on June 19, 2013.

Barry A. Knight,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2013-15287 Filed 6-27-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE INTERIOR**Office of Natural Resources Revenue****30 CFR Part 1206****Product Valuation***CFR Correction*

In Title 30 of the Code of Federal Regulations, Part 700 to End, revised as of July 1, 2012, on page 742, in § 1206.57, in paragraph (c)(3), the first sentence is corrected to read as follows:

§ 1206.57 Determination of transportation allowances.

* * * * *

(c) * * *

(3) ONNR may establish reporting dates for individual lessees different from those specified in this subpart in order to provide more effective administration. * * *

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[FR Doc. 2013-15691 Filed 6-27-13; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF THE INTERIOR**Office of Natural Resources Revenue****30 CFR Part 1218****Collection of Royalties, Rentals, Bonuses, and Other Monies Due the Federal Government***CFR Correction*

In Title 30 of the Code of Federal Regulations, Part 700 to End, revised as of July 1, 2012, on page 873, in § 1218.51, in paragraph (a), the definition for *RIK* is removed.

[FR Doc. 2013-15693 Filed 6-27-13; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF THE INTERIOR**Office of Natural Resources Revenue****30 CFR Part 1227****Delegation to States***CFR Correction*

In Title 30 of the Code of Federal Regulations, Part 700 to End, revised as of July 1, 2012, in § 1227.110, on page 907, in the last sentence in paragraph (a), the phrase “*www.ONRR.gov*” is corrected to read “*www.boemre.gov*” and on page 908, in paragraph (e), the phrase “ONRR Associate Director for Minerals Revenue Management” is corrected to read “Director for Office of Natural Resources Revenue”.

[FR Doc. 2013-15695 Filed 6-27-13; 8:45 am]

BILLING CODE 1505-01-D

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 100**

[Docket No. USCG-2013-0387]

Special Local Regulations; Recurring Marine Events in the Seventh Coast Guard District

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the special local regulation for the St. John 4th of July Carnival Fireworks Display from 8 p.m. until 10 p.m. on July 4, 2013. This action is necessary to ensure safety of life on navigable waters of the United States. During the enforcement period, a regulated area will exclude the presence of all vessels not associated with the show. All vessels not associated with the show will be prohibited from entering, transiting through, anchoring in, or remaining within the area unless authorized by the Captain of the Port San Juan or a designated representative. **DATES:** The regulation in 33 CFR 100.701 Table 1 as well as the general regulations in that section will be enforced from 8 p.m. through 10 p.m. on July 4, 2013.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email Mr. Efrain Lopez, Sector San Juan Prevention Department, Coast Guard; telephone (787) 289-2097, email *Efrain.Lopez1@uscg.mil*.

SUPPLEMENTARY INFORMATION: The Coast Guard will enforce the special local

regulation for the annual St. John 4th of July Carnival Fireworks Display in 33 CFR 100.701, Table 1, and the general regulations in that section on July 4, 2013, from 8 p.m. until 10 p.m. This rule creates a regulated area that will encompass all waters within a 200 yard radius centered on the following position: 18°19'55" N/064°48'06" W.

Under the general provisions of 33 CFR 100.701, vessels not associated with the show may not enter, transit through, anchor in, or remain in the regulated area, unless they receive permission from the COTP. Vessels may safely transit outside the regulated area, but may not anchor, block, loiter in, or impede the official patrol vessels. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation.

This notice is issued under authority of 33 CFR 100.701 and 5 U.S.C. 552 (a). The Coast Guard will provide notice of the regulated areas by Local Notice to Mariners, Broadcast Notice to Mariners, and on-scene designated representatives.

Dated: June 14, 2013.

D. W. Pearson,

Captain, U.S. Coast Guard, Captain of the Port San Juan.

[FR Doc. 2013-15498 Filed 6-27-13; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 100**

[Docket No. USCG-2011-0452]

Special Local Regulations; Seattle Seafair Hydroplane Race, Lake Washington, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of regulation.

SUMMARY: The Coast Guard will enforce the Seattle Seafair Unlimited Hydroplane Race Special Local Regulation on Lake Washington, WA from 8 a.m. on August 2, 2013, through 11:59 p.m. on August 4, 2013, during hydroplane race times. This action is necessary to ensure public safety from the inherent dangers associated with high-speed races while allowing access for rescue personnel in the event of an emergency. During the enforcement period, no person or vessel will be allowed to enter the regulated area without the permission of the Captain of the Port, on-scene Patrol Commander or Designated Representative.