We have received no definitive data that would enable us to provide cost estimates for the on-condition actions specified in this AD.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking.

**Regulatory Findings**

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a “significant regulatory action” under Executive Order 12866.
3. Will not affect intrastate aviation in Alaska, and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

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**Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

   Authority: 49 U.S.C. 106(g), 40113, 44701.

   § 39.13 [Amended]

   2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

   **2013–15–07 the Boeing Company:**


   **(a) Effective Date**

   This AD is effective on July 26, 2013.

   **(b) Affected ADs**

   None.

   **(c) Applicability**

   This AD applies to The Boeing Company Model 787–8 airplanes, certificated in any category, line numbers 7 through 9 inclusive, 23, 24, 27, 29, 31, 33 through 35 inclusive, 37, 38, 40 through 42 inclusive, 44 through 72 inclusive, 74 through 78 inclusive, 80, 82 through 84 inclusive, 86, 87, 89, 92, 94 through 99 inclusive, 101, 102, 108, and 111.

   **(d) Subject**

   Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 23, Communications.

   **(e) Unsafe Condition**

   This AD was prompted by a report of a fire involving the Honeywell fixed emergency locator transmitter (ELT). We are issuing this AD to prevent a fire in the aft crown of the airplane, or to detect and correct discrepancies within the ELT that could cause such a fire.

   **(f) Compliance**

   Comply with this AD within the compliance times specified, unless already done.

   **(g) Honeywell Fixed ELT Removal or Inspection**

   Within 10 days after the effective date of this AD, do the actions specified in either paragraph (g)(1) or (g)(2) of this AD.

   1. Remove the Honeywell fixed ELT using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

   2. Inspect the Honeywell fixed ELT for discrepancies, and do all applicable corrective actions before further flight, using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

   **(b) Alternative Methods of Compliance (AMOCs)**

   1. The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 91.309. In accordance with 14 CFR 91.309, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

   2. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**Related Information**


**Material Incorporated by Reference**

None.

Issued in Renton, Washington, on July 23, 2013.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–18110 Filed 7–25–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61, 121, 135, 141, and 142

[Docket No.: FAA–2010–0100; Amdt. Nos. 61–130; 121–365; 135–127; 141–1; 142–9]

RIN 2120–AJ67

Pilot Certification and Qualification Requirements for Air Carrier Operations

Correction

In rule document 2013–16849 beginning on page 42324 in the issue of
Monday, July 15, 2013, make the following correction:

On page 42326, in Table 1, the table section beneath the heading "Scenario:

<table>
<thead>
<tr>
<th>Previous requirements</th>
<th>Requirements in final rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hold:</td>
<td></td>
</tr>
<tr>
<td>(1) At least a commercial pilot certificate with an appropriate category and class rating;</td>
<td>(1) An ATP certificate with appropriate aircraft type rating OR—An ATP certificate with restricted privileges and an appropriate aircraft type rating; and</td>
</tr>
<tr>
<td>(2) An instrument rating; and</td>
<td>(2) At least a second-class medical certificate.</td>
</tr>
<tr>
<td>(3) At least a second-second medical certificate.</td>
<td></td>
</tr>
</tbody>
</table>

Addressee:

[FR Doc. C1–2013–16849 Filed 7–25–13; 8:45 am]
BILLING CODE 1505–01–D

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2013–0620]

Drawbridge Operation Regulation; Lake Washington Ship Canal, Seattle, WA

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Montlake Bridge across the Lake Washington Ship Canal, mile 5.2, at Seattle, WA. The deviation is necessary to accommodate vehicular traffic attending football games at Husky Stadium at the University of Washington, Seattle, Washington. This deviation allows the bridge to remain in the closed position two hours before and two hours after each game. Please note that the game times for five of the seven games scheduled for Husky Stadium have not yet been determined due to NCAA television scheduling.

DATES: This deviation is effective from 5 p.m. to 7 p.m. and 10 p.m. to 11:59 p.m. on August 31, 2013; 12:01 a.m. to 11:59 p.m. on September 21, 2013; 12:01 a.m. to 11:59 p.m. on September 28, 2013; 12:01 a.m. to 11:59 p.m. on October 12, 2013; 12:01 a.m. to 11:59 p.m. on October 26, 2013; and November 09, 2013, will be determined and announced in the Coast Guard’s Local Notice to Mariners and Broadcast Notice to Mariners as they become available. Due to NCAA television scheduling, the times for the games are not currently available.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Steven M. Fischer, Lieutenant Commander, Bridge Specialist, Thirteenth District, Coast Guard; telephone 206–220–7277, email Steven.M.Fischer2@uscg.mil. If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: The Washington State Department of Transportation, on behalf of the University of Washington Police Department, has requested that the Montlake Bridge bascule span remain closed and need not open to vessels of the Montlake Bridge bascule span remain closed and need not open to vessel traffic to facilitate timely movement of pre-game and post game football traffic. The Montlake Bridge crosses the Lake Washington Ship Canal at mile 5.2 and while in the closed position provides 30 feet of vertical clearance throughout the navigation channel and 46 feet of vertical clearance throughout the center 60-feet of the bridge. These vertical clearance measurements are made in reference to the Mean Water Level of Lake Washington. Vessels which do not require a bridge opening may continue to transit beneath the bridges during this closure period. Under normal conditions this bridge opens on signal, subject to the list of exceptions provided in 33 CFR 117.1051(e).

This deviation period will cover the dates August 31, 2013 to November 29, 2013 as follows. From 5:00 p.m. to 7:00 p.m. and from 10:00 p.m. to 11:59 p.m. on August 31, 2013; from 10:30 a.m. to 12:30 p.m. and from 3:30 p.m. to 5:30 p.m. on November 29, 2013. The times for the closures on September 21, 2013, October 12, 2013, October 26, 2013, and November 09, 2013 will be determined and announced in the Coast Guard’s Local Notice to Mariners and Broadcast Notice to Mariners as they become available. Due to NCAA television scheduling, the times for the games are not currently available.

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Dated: July 16, 2013.

Daryl R. Pelouquin,
Acting Bridge Administrator, Thirteenth Coast Guard District.

[FR Doc. 2013–18029 Filed 7–25–13; 8:45 am]
BILLING CODE 9110–04–P