

location, with the campus indicated where applicable.

## Arizona (4)

Central Arizona College  
Cochise College  
Phoenix College  
Pima Community College

## California (37)

Allan Hancock College  
Bakersfield College  
California State Polytechnic University—  
Pomona  
California State University—Channel  
Islands  
California State University—Fresno  
California State University—Monterey Bay  
California State University—San  
Bernardino  
Chaffey College  
College of the Desert  
College of the Sequoias  
Fullerton College  
Glendale Community College  
Golden West College  
Hartnell College  
Imperial Valley College  
Los Angeles Pierce College  
Mendocino College  
Merced College  
MiraCosta College  
Modesto Junior College  
Monterey Peninsula College  
Mt. San Antonio College  
Mt. San Jacinto Community College  
District  
National University  
Orange Coast College  
Porterville College  
Reedley College  
Saint Mary's College of California  
San Diego Mesa College  
San Joaquin Delta College  
Santa Ana College  
Santa Barbara City College  
Southwestern College  
University of California—Merced  
West Hills College Coalinga  
Whittier College  
Woodland Community College

## Colorado (1)

Trinidad State Junior College

## Connecticut (1)

Norwalk Community College

## Florida (3)

Florida International University  
Miami Dade College  
Nova Southeastern University

## Illinois (3)

City Colleges of Chicago—Harold  
Washington College  
Dominican University  
Triton College

## New Jersey (1)

Bergen Community College

## New Mexico (7)

Central New Mexico Community College  
Mesalands Community College  
New Mexico Highlands University  
Northern New Mexico College  
Santa Fe Community College  
University of New Mexico—Main Campus  
Western New Mexico University

## New York (3)

CUNY Bronx Community College  
CUNY LaGuardia Community College  
Mercy College

## Puerto Rico (14)

Bayamon Central University  
Inter American University of Puerto Rico—  
Aguadilla  
Inter American University of Puerto Rico—  
Bayamon  
Inter American University of Puerto Rico—  
Metro  
Inter American University of Puerto Rico—  
Ponce  
Inter American University of Puerto Rico—  
San German  
Pontifical Catholic University of Puerto  
Rico—Ponce  
Universidad Del Turabo  
Universidad Metropolitana  
University of Puerto Rico—Arecibo  
University of Puerto Rico—Humacao  
University of Puerto Rico—Medical  
Sciences Campus  
University of Puerto Rico—Rio Piedras  
Campus  
University of Puerto Rico—Utua

## Texas (19)

Houston Community College  
Howard College  
Lee College  
Midland College  
Palo Alto College  
Richland College  
Saint Edward's University  
Southwest Texas Junior College  
Texas A&M International University  
Texas A&M University—Corpus Christi  
Texas A&M University—Kingsville  
Texas State Technical College—Harlingen  
University of Texas at Brownsville  
University of Texas at El Paso  
University of Texas at San Antonio  
University of Texas—Pan American  
University of Houston  
University of St. Thomas  
University of the Incarnate Word

## Washington (4)

Big Bend Community College  
Columbia Basin College  
Wenatchee Valley College  
Yakima Valley Community College

Done in Washington, DC, this 16th day of  
April, 2014.

**Sonny Ramaswamy,**

*Director, National Institute of Food and  
Agriculture.*

[FR Doc. 2014-09559 Filed 4-25-14; 8:45 am]

**BILLING CODE 3410-22-P**

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

**[Docket No. FAA-2013-0637; Directorate  
Identifier 2013-SW-030-AD; Amendment  
39-17830; AD 2014-08-06]**

**RIN 2120-AA64**

**Airworthiness Directives; Sikorsky  
Aircraft Corporation Helicopters**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** We are superseding  
Airworthiness Directive (AD) 2005-22-  
01 for Sikorsky Aircraft Corporation  
(Sikorsky) Model S-76A, B, and C  
helicopters. AD 5002-22-01 required  
inspecting the main rotor lower bifilar  
arm assembly (bifilar arm assembly) for  
a crack, and if there is a crack, replacing  
the bifilar arm assembly. AD 2005-22-  
01 also required a one-time test for the  
correct torque on the lug nuts, and if  
necessary, conducting torque  
stabilization tests. This new AD retains  
the requirements of AD 2005-22-01 and  
also requires replacing the main rotor  
hub (MRH) pilot with a different part-  
numbered MRH pilot, which is  
terminating action for the requirements  
of the AD. This AD was prompted by  
the development of a terminating  
procedure for the inspections required  
by AD 2005-22-01. We are issuing this  
AD to prevent failure of a bifilar lug,  
damage to the main rotor system, and  
subsequent loss of control of the  
helicopter.

**DATES:** This AD is effective June 2, 2014.

The Director of the Federal Register  
approved the incorporation by reference  
of a certain publication listed in this AD  
as of November 10, 2005 (70 FR 61721,  
October 26, 2005).

**ADDRESSES:** For service information  
identified in this AD, contact Sikorsky  
Aircraft Corporation, Attn: Manager,  
Commercial Technical Support,  
mailstop s581a, 6900 Main Street,  
Stratford, CT 06614; telephone (800)  
562-4409; email [tsslibrary@  
sikorsky.com](mailto:tsslibrary@sikorsky.com); or at [http://  
www.sikorsky.com](http://www.sikorsky.com). You may review  
service information at the FAA, Office  
of the Regional Counsel, Southwest  
Region, 2601 Meacham Blvd., Room  
663, Fort Worth, Texas 76137.

**Examining the AD Docket**

You may examine the AD docket on  
the Internet at [http://  
www.regulations.gov](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, any  
incorporated by reference service  
information, the economic 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:**  
Nicholas Faust, Aviation Safety  
Engineer, Boston Aircraft Certification

Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7763; email *nicholas.f Faust@faa.gov*.

#### SUPPLEMENTARY INFORMATION:

#### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2005-22-01, Amendment 39-14345 (70 FR 61721, October 26, 2005) (AD 2005-22-01). AD 2005-22-01 applied to Sikorsky Model S-76A, B, and C helicopters with a certain MRH pilot installed. The NPRM published in the **Federal Register** on July 23, 2013 (78 FR 44048). AD 2005-22-01 required repetitively inspecting the bifilar arm assembly for a crack, and replacing the bifilar arm assembly if it has a crack. If there is not a crack, AD 2005-22-01 required a one-time test for the correct torque on the lug nuts, and if necessary, conducting torque stabilization.

After we issued AD 2005-22-01, Sikorsky produced a newly-redesigned pilot with a larger flange diameter that provides greater support for the bifilar assembly and reduces stress on the bifilar assembly attachment lugs. The NPRM proposed to retain the repetitive inspection requirements of AD 2005-22-01, but also proposed to require replacing the MRH pilot, part number (P/N) 76103-08003-101, with newly-redesigned MRH pilot, P/N 76103-08003-102, as terminating action.

#### Related Service Information

Sikorsky issued S-76 Alert Service Bulletin (ASB) 76-65-62, dated December 14, 2004, which describes procedures for inspecting the lower bifilar assembly for a crack. Sikorsky has also issued ASB 76-65-65, Basic Issue, dated March 22, 2012, which specifies measuring the MRH diameter and, if the diameter is small, replacing the MRH pilot with a newly-redesigned MRH pilot with a larger flange diameter.

#### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (78 FR 44048, July 23, 2013) or on the determination of the cost to the public.

#### Costs of Compliance

We estimate that this AD affects 181 helicopters of U.S. Registry.

We estimate that operators may incur the following costs in order to comply with this AD:

- Inspecting the bifilar arm assembly requires about 4 work-hours, at an average labor rate of \$85 per hour, for

a cost per helicopter of \$340 and a total cost to U.S. operators of \$61,540.

- Replacing a cracked bifilar arm assembly requires about 4 work-hours, at an average labor rate of \$85 per hour, and required parts cost about \$19,727, for a cost per helicopter of \$20,067.

- Replacing the MRH pilot, P/N 76103-08003-101, with an MRH pilot, P/N 76103-08003-102, requires about 0.7 work-hour, at an average labor rate of \$85 per hour, and required parts cost about \$1,043, for a cost per helicopter of \$1,103 and a total cost to U.S. operators of \$199,643.

#### 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 action.

#### Regulatory Findings

We have determined that 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,
- (2) Is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (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.

#### 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 removing Airworthiness Directive (AD) 2005-22-01, Amendment 39-14345 (70 FR 61721, October 26, 2005), and adding the following new AD:

**2014-08-06 Sikorsky Aircraft Corporation:**  
Amendment 39-17830; Docket No. FAA-2013-0637; Directorate Identifier 2013-SW-030-AD.

#### (a) Applicability

This AD applies to Model S-76A, B, and C helicopters with a main rotor hub (MRH) pilot, part number (P/N) 76103-08003-101, installed, certificated in any category.

#### (b) Unsafe Condition

This AD defines the unsafe condition as a crack on the MRH pilot bifilar assembly lug, which could result in failure of a bifilar lug, damage to the main rotor system, and subsequent loss of control of the helicopter.

#### (c) Affected ADs

This AD supersedes AD 2005-22-01, Amendment 39-14345 (70 FR 61721, October 26, 2005).

#### (d) Effective Date

This AD becomes effective June 2, 2014.

#### (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

(1) For MRH pilots with 1,500 or more hours time-in-service (TIS), within 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, inspect the lower bifilar arm assembly for a crack in the lug attachment area. Conduct the inspection of the lower bifilar arm assembly by following the Accomplishment Instructions, paragraphs 3.A.(1) through 3.A.(6), of Sikorsky Alert Service Bulletin No. 76-65-62, dated December 14, 2004 (ASB 76-65-62).

(i) If there is a crack on any bifilar assembly arm lug, before further flight, replace the bifilar arm assembly with an airworthy bifilar arm assembly.

(ii) If no crack is found at the initial inspection, perform a one-time torque test.

Perform the torque test and the additional torque procedures as stated in the Accomplishment Instructions, paragraphs 3.B.(1) through 3.B.(3), of ASB 76-65-62. The torque test is not required at the recurring inspection intervals of the lower bifilar arm assembly.

(iii) Within 600 hours TIS, replace the MRH pilot, P/N 76103-08003-101, with an MRH pilot, P/N 76103-08003-102.

(2) For MRH pilots with less than 900 hours TIS, prior to accumulating 1,500 hours TIS, replace the MRH pilot, P/N 76103-08003-101, with a MRH pilot, P/N 76103-08003-102.

(3) After the effective date of this AD, do not install an MRH pilot, P/N 76103-08003-101, on any helicopter.

#### (g) Special Flight Permit

Special flight permits will not be issued.

#### (h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7763; email [nicholas.faust@faa.gov](mailto:nicholas.faust@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.

#### (i) Additional Information

For service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>. You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

#### (j) Subject

Joint Aircraft Service Component (JASC) Code: 6220: Main Rotor Head.

#### (k) 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.

(3) The following service information was approved for IBR on November 10, 2005 (70 FR 61721, October 26, 2005).

(i) Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-62, dated December 14, 2004.

(ii) Reserved.

(4) For the service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>.

(5) 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.

(6) 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 April 11, 2014.

**Kim Smith,**

*Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2014-08849 Filed 4-25-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 101

**[Docket Nos. FDA-2007-0601, FDA-2004-N-0382, FDA-2005-P-0371, and FDA-2006-P-0224 (formerly Docket Nos. 2004N-0217, 2005P-0189, and 2006P-0137, respectively)]**

**RIN 0910-ZA28**

#### **Food Labeling: Nutrient Content Claims; Alpha-Linolenic Acid, Eicosapentaenoic Acid, and Docosahexaenoic Acid Omega-3 Fatty Acids**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA, the Agency, or we) is issuing this rule to prohibit certain nutrient content claims for foods, including conventional foods and dietary supplements, that contain omega-3 fatty acids, based on our determination that such nutrient content claims do not meet the requirements of the Federal Food, Drug, and Cosmetic Act (the FD&C Act). We are taking this action in response to three notifications submitted to us. One notification concerning nutrient content claims for alpha-linolenic acid (ALA), docosahexaenoic acid (DHA), and eicosapentaenoic acid (EPA) was submitted collectively by Alaska

General Seafoods, Ocean Beauty Seafoods, Inc., and Trans-Ocean Products, Inc. (the seafood processors notification); a second notification concerning nutrient content claims for ALA, DHA, and EPA was submitted by Martek Biosciences Corp. (the Martek notification); and a third notification concerning nutrient content claims for DHA and EPA was submitted by Ocean Nutrition Canada, Ltd. (the Ocean Nutrition notification). The final rule prohibits the nutrient content claims for DHA and EPA set forth in the three notifications and the nutrient content claims for ALA set forth in the seafood processors notification. FDA is taking no regulatory action at this time with respect to the nutrient content claims for ALA set forth in the Martek notification and, therefore, these claims will be allowed to remain on the market. **DATES:** This rule is effective January 1, 2016.

#### **FOR FURTHER INFORMATION CONTACT:**

Vincent de Jesus, Center for Food Safety and Applied Nutrition (HFS-830), Food and Drug Administration, 5100 Paint Branch Pkwy., College Park, MD 20740, 240-402-1774.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background**

The Food and Drug Administration Modernization Act of 1997 (FDAMA) (Pub. L. 105-115) amended the FD&C Act to provide, among other things, for the filing of notifications as an alternative to the petition process for nutrient content claims set forth in section 403(r)(4) of the FD&C Act (21 U.S.C. 343(r)(4)). “Nutrient content claims” are labeling claims that characterize the level of a nutrient in a food. (See section 403(r)(1)(A) of the FD&C Act.) We have stated that the Nutrition Labeling and Education Act of 1990 (Pub. L. 101-535), which created section 403(r)(1)(A) of the FD&C Act, has three basic objectives: (1) To make available nutrition information that can assist consumers in selecting foods that can lead to healthier diets, (2) to eliminate consumer confusion by establishing definitions for nutrient content claims that are consistent with the terms defined by the Secretary of Health and Human Services (the Secretary), and (3) to encourage product innovation through the development and marketing of nutritionally improved foods (58 FR 2302, January 6, 1993). Under the notification process that FDAMA established in section 403(r)(2)(G) of the FD&C Act, a nutrient content claim is based on an authoritative statement published either by a scientific body of the U.S.