

## ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Removal or inspection .....	1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$510

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 action.

#### 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,
- (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 adding the following new airworthiness directive (AD):

**2013–15–07 the Boeing Company:**  
Amendment 39–17523; Docket No. FAA–2013–0628; Directorate Identifier 2013–NM–132–AD.

##### (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.

##### (h) 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 39.19. In accordance with 14 CFR 39.19, 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](mailto: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.

##### (i) Related Information

For more information about this AD, contact Kenneth Fairhurst, Senior Aerospace Engineer, Systems and Equipment Branch, ANM–130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: 425–917–6466; fax: 425–917–6590; email: [Kenneth.Fairhurst@faa.gov](mailto:Kenneth.Fairhurst@faa.gov).

##### (j) 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:

(3) Serve as an SIC (first officer) in part 121 operations” should read as follows:

**Scenario:**

**(3) Serve as an SIC (first officer) in part 121 operations**

Previous requirements	Requirements in final rule
<p>Hold:</p> <p>(1) At least a commercial pilot certificate with an appropriate category and class rating;</p> <p>(2) An instrument rating; and</p> <p>(3) At least a second-class medical certificate.</p>	<p>Hold:</p> <p>(1) An ATP certificate with appropriate aircraft type rating OR—An ATP certificate with restricted privileges and an appropriate aircraft type rating; and</p> <p>(2) At least a second-class medical certificate.</p> <p>(Ref. §§ 121.436 and 61.23).</p>

[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; 12:01 a.m. to 11:59 p.m. on November 9, 2013; 10:30 a.m. to 12:30 p.m. and 3:30 p.m. to 5:30 p.m. on November 29, 2013.

**ADDRESSES:** The docket for this deviation, [USCG–2013–0620] 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 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](mailto: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 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, September 28, 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.

The deviation allows the bascule span of the Montlake Bridge to remain in the closed position and need not open for maritime traffic from 5:00 p.m. to 7:00 p.m. and 10:00 p.m. to 11:59 p.m. on August 31, 2013, and from 10:30 a.m. to 12:30 p.m. and 3:30 p.m. to 5:30 p.m. on November 29, 2013, for times to be determined on September 21, 2013, September 28, 2013, October 12, 2013, October 26, 2013, and November 09, 2013. The bridge shall operate in accordance with 33 CFR 117.1051(e) at all other times. Waterway usage on the Lake Washington Ship Canal ranges from commercial tug and barge to small pleasure craft. Mariners will be notified and kept informed of the bridge’s operational status via the Coast Guard Notice to Mariners publication and Broadcast Notice to Mariners as appropriate. The draw span will be required to open, if needed, for vessels engaged in emergency response operations during this closure period.

In accordance with 33 CFR 117.35(e), the drawbridges 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: July 16, 2013.

**Daryl R. Peloquin,**

*Acting Bridge Administrator, Thirteenth Coast Guard District.*

[FR Doc. 2013–18029 Filed 7–25–13; 8:45 am]

**BILLING CODE 9110–04–P**