

which, although recognizable, appears cumbersome. Honeywell suggested that, "Rated limited use 2½-minute OEI" could be a better definition that would still distinguish it from the existing unlimited use of the 30-second, 2-minute, and 2½-minute OEI ratings.

We do not agree. The applicant requested the new rating be named in closer relation with the 30-second and 2-minute OEI ratings for consistency across existing engine models and to align the new rating with the 30-second and 2-minute-OEI ratings at the rotorcraft level. We agree with the applicant's proposed name. We also do not agree with the commenter that the 30-second and 2-minute OEI ratings are "unlimited use." These ratings are limited to a maximum use of 3 times per flight and require post-flight inspection, per 14 CFR 1.1, Definitions.

Applicability

These special conditions are applicable to the GE CT7-2E1 turboshaft engine model. If GE applies later for a change to the type certificate, to include another closely related model incorporating the same novel or unusual design feature, these special conditions would apply to that model, as well. This is true, provided the certification basis is the same or contains later amendments that satisfy the certification basis discussed in the section titled, "Type Certification Basis."

Conclusion

We reviewed the available data and determined that air safety and the public interest require adopting these special conditions. This action affects certain novel or unusual design features on the CT7-2E1 turboshaft engine model. It is not a rule of general applicability and applies only to GE, whom requested FAA approval for this engine feature.

List of Subjects in 14 CFR Part 33

Air transportation, Aircraft, Aviation safety, Safety.

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

Accordingly, the FAA issues the following special conditions as part of the type certification basis for the GE CT7-2E1 turboshaft engine model.

1. Part 1 Definitions

Unless otherwise approved by the Administrator and documented in the appropriate manuals and certification

documents, the following definition applies: "Rated Flat 30-second and 2-minute One Engine Inoperative (OEI) Power," with respect to rotorcraft turbine engines, means: (1) A rating for which the shaft horsepower and associated operating limitations of the 30-second OEI and 2-minute OEI ratings are equal, and (2) the shaft horsepower is that developed under static conditions at the altitude and temperature for the hot day, and within the operating limitations established under part 33. The rating is for continuation of one flight operation after the failure or shutdown of one engine in multiengine rotorcraft. The rating is for up to three periods of use no longer than 2.5 minutes each in any one flight, and followed by mandatory inspection and prescribed maintenance action.

2. Part 33 Requirements

(a) In addition to the airworthiness standards in the type certification basis applicable to the engine and the 30-second and 2-minute OEI ratings, the special conditions in this section apply.

(b) Section 33.7 Engine ratings and operating limitations. Flat 30-second and 2-minute OEI rating and operating limitations are established by power, torque, rotational speed, gas temperature, and time duration.

(c) Section 33.27 Turbine, compressor, fan, and turbosupercharger rotor overspeed. In addition to the requirements of § 33.27(b):

(1) The turbine and compressor rotors must have sufficient strength to withstand the test conditions specified in paragraph (2) below.

(2) The applicant must determine, by analysis or other acceptable means, the most critically stressed rotor component of each turbine and compressor, including integral drum rotors and centrifugal compressors. These components must be tested for the conditions in paragraphs (i) or (ii) below. The test selection from the following paragraphs (i) or (ii) below is determined by the speed defined in paragraph (i)(B) or (ii)(B), whichever is higher.

(i) Test for a period of 5 minutes:

(A) At its maximum operating temperature, except as provided in § 33.27(c)(2)(iv); and

(B) At the highest speed determined, in accordance with § 33.27(c)(2)(i) through (iv).

(C) This test may be performed using a separate test vehicle as desired.

(ii) Test for a period of 5 minutes:

(A) At its maximum operating temperature, except as provided in paragraph (ii)(C) below; and

(B) At 100 percent of the highest speed that would result from failure of the most critical component of each turbine and compressor, or system, in a representative installation of the engine when operating at the flat 30-second and 2-minute OEI rating conditions; and

(C) The test speed must take into account minimum material properties, maximum operating temperature, if not tested at that temperature, and the most adverse dimensional tolerances.

(D) This test may be performed using a separate test vehicle as desired.

Following the test, rotor growth and distress beyond dimensional limits for an overspeed condition are permitted provided the structural integrity of the rotor is maintained, as shown by a procedure acceptable to the FAA.

(d) Section 33.67(d) Fuel system.

Engines must incorporate a means, or a provision for a means, for automatic availability and automatic control of the flat 30-second and 2-minute OEI power for the duration of 2.5 minutes and within the declared operating limitations.

(e) Section 33.87 Endurance test. The requirements applicable to 30-second and 2-minute OEI ratings, except for:

(1) The test of § 33.87(a)(7) as applicable to the 2½-minute OEI rating.

(2) The tests in § 33.87(f)(2) and (3) must be run continuously for the duration of 2.5 minutes, and

(3) The tests in § 33.87(f)(6) and (7) must be run continuously for the duration of 2.5 minutes.

(f) Section 33.88 Engine overtemperature test. The requirements of § 33.88(c), except that the test time is 5 minutes instead of 4 minutes.

Issued in Burlington, Massachusetts on March 4, 2013.

Robert J. Ganley,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2013-05676 Filed 3-11-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0689; Directorate Identifier 2009-SW-065-AD; Amendment 39-17301; AD 2012-26-06]

RIN 2120-AA64

Airworthiness Directives; Sikorsky Aircraft-Manufactured Model S-64F Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Sikorsky Aircraft Corporation-manufactured Model S-64F helicopters, now under the Erickson Air-Crane Incorporated (Erickson) Model S-64F type certificate. This AD supersedes an existing AD which requires inspections, rework, and replacement, if necessary, of the main gearbox (MGB) second stage lower planetary plate (plate). Since we issued that AD, the manufacturer has conducted a configuration review and analysis, and a review of the service history of certain components. The actions of this AD are intended to establish life limits for certain components, remove various parts from service, and require consistency in the part numbers of certain four bladed tail rotor (T/R) assemblies to prevent fatigue cracking, failure from static overload, and subsequent loss of control of the helicopter.

DATES: This AD is effective April 16, 2013.

ADDRESSES: For service information identified in this AD, contact Erickson Air-Crane Incorporated, ATTN: Chris Erickson/Compliance Officer, 3100 Willow Springs Rd., P.O. Box 3247, Central Point, OR 97502, telephone (541) 664-5544, fax (541) 664-2312, email address cerickson@ericksonaircrane.com. You may review a copy of the referenced 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> or in person at the Docket Operations Office 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 street address for the Docket Operations Office (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations Office, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76137, telephone (817) 222-5170, email 7-avs-asw-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On June 29, 2012, at 77 FR 38744, the **Federal Register** published our notice of proposed rulemaking (NPRM), which proposed to amend 14 CFR part 39 to include an AD that would apply to Sikorsky Aircraft Corporation-manufactured Model S-64F helicopters, now under the Erickson Air-Crane Incorporated Model S-64F type certificate. That NPRM proposed to supersede existing AD 97-10-15 (62 FR 28321, May 23, 1997), to require reducing or establishing the life limits for certain flight-critical components, removing other parts with service difficulties from service, and require that T/R blade assembly, P/N 65160-00001-048, be installed only as a set of four and not be installed with another part-numbered blade. The proposed requirements were intended to prevent a fatigue crack in a flight critical component, which could result in component failure from static overload and subsequent loss of control of the helicopter.

Comments

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM (77 FR 38744, June 29, 2012).

FAA's Determination

We have reviewed the relevant information and determined that an unsafe condition exists and is likely to exist or develop on other helicopters of the same type design and that air safety and the public interest require adopting the AD requirements as proposed except for minor editorial changes to meet current publication requirements. These minor editorial changes are consistent with the intent of the proposals in the NPRM (77 FR 38744, June 29, 2012) and will not increase the economic burden on any operator nor increase the scope of the AD.

Related Service Information

Erickson Service Bulletin No. 64F General-1, Rev. 17, contains the Airworthiness Limitations Schedule for the Model S-64F helicopter and lists the parts and assemblies with their specified retirement lives.

Costs of Compliance

We estimate that this AD will affect 7 helicopters of U.S. Registry and estimate, at an average labor rate of \$85 per hour, the following costs for removing from service the parts listed in Table 2 of this AD:

- Reviewing helicopter records to determine if an affected part is installed will require approximately 2 work-

hours, for a cost per helicopter of \$170 and a fleet cost of \$1,190.

- Replacing the rotary rudder spindle assembly will require 10 work-hours and a parts cost of \$2,787, for a cost per helicopter of \$3,637 and a fleet cost of \$25,459.

- Replacing the plate will require 40 work-hours and a parts cost of \$43,750, for a cost per helicopter of \$47,150 and a fleet cost of \$330,050.

- Replacing the main servo bracket assembly will require 2 work-hours and a parts cost of \$5,223, for a cost per helicopter of \$5,393 and a fleet cost of \$37,751.

- Replacing the primary servo link assembly of the M/R tandem servo will require 10 work-hours and a parts cost of \$14,533, for a cost per helicopter of \$15,383 and a fleet cost of \$107,681.

- Replacing the T/R shoulder bolt will require 10 work-hours and a parts cost of \$571, for a cost per helicopter of \$1,421 and a fleet cost of \$9,947.

- Replacing the T/R Blade Assembly will require 8 work-hours and a parts cost of \$125,765 for a cost per helicopter of \$126,445 and a fleet cost of \$885,115.

- The total cost to replace the parts that are required to be removed from service is estimated to be \$199,599 per helicopter and a fleet cost of \$1,397,193.

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 to the extent that it justifies making a regulatory distinction; 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.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

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 Amendment 39–10028 (62 FR 28321, May 23, 1997) and adding the following new airworthiness directive (AD):

2012–26–06 ERICKSON AIR-CRANE INCORPORATED: Amendment 39–17301; Docket No. FAA–2012–0689; Directorate Identifier 2009–SW–065–AD.

(a) Applicability

This AD applies to Sikorsky Aircraft Corporation-manufactured Model S–64F helicopters, now under the Erickson Air-Crane Incorporated Model S–64F type certificate, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a fatigue crack in a flight critical component. This condition could result in component failure from static overload and subsequent loss of control of the helicopter.

(c) Other Affected ADs

This AD supersedes AD 97–10–15, Amendment 39–10028 (62 FR 28321, May 23, 1997).

(d) Effective Date

This AD becomes effective April 16, 2013.

(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) Before further flight:

- (i) Remove from service any part with a number of hours time-in-service (TIS) equal to or greater than the part’s retirement life as stated in Table 1 to Paragraph (f) of this AD.

TABLE 1 TO PARAGRAPH (f)—PARTS WITH NEW OR REVISED LIFE LIMITS

Part name	Part No. (P/N)	Retirement life
Main Rotor (M/R) Blade Assembly	6415–20601–045	13,280 hours TIS.
Main Transmission Support Beam Assembly, LH	6420–62363–045	9,300 hours TIS.
Main Transmission Support Beam Assembly, RH	6420–62363–046	9,300 hours TIS.
Left Splice Fitting (Transition Fitting), Rotary, Rudder Boom	6420–66341–101	8,300 hours TIS.
Right Splice Fitting (Transition Fitting), Rotary, Rudder Boom	6420–66341–102	8,300 hours TIS.
M/R Drive Shaft	6435–20536–101	2,200 hours TIS.
Pressure Plate Assembly, Rotary Wing Head	65101–11016–042	8,800 hours TIS.
Horn and Liner Assembly	65102–11047–041	1,140 hours TIS.
Lower Hub Plate Assembly	65103–11009–041	15,500 hours TIS.
Horizontal Hinge Pin, Rotary Wing Head	65103–11020–103	5,100 hours TIS.
Damper Bracket Assembly, Rotary Wing Head	65103–11032–043	20,000 hours TIS.
Hub Subassembly, Rotary Wing	65103–11310–043	21,600 hours TIS.
Shaft Assembly, Pitch Control Tail Gearbox	65358–07035–043	9,400 hours TIS.
Rod End Assembly, Primary Servo Assembly	65652–11212–041	20,800 hours TIS.

Note 1 to Table 1 to Paragraph (f) of this AD: The list of parts in Table 1 to Paragraph (f) of this AD contains only a portion of the life-limited parts for this model helicopter and is not an all-inclusive list.

- (ii) Revise the retirement life of each part as shown in Table 1 to Paragraph (f) of this

AD by making pen and ink changes or by inserting a copy of this AD into the Airworthiness Limitations section of the maintenance manual.

- (iii) Record on the component history card or equivalent record the retirement life for each part as shown in Table 1 to Paragraph (f) of this AD.

(2) Before further flight, remove from service any part with a P/N listed in Table 2 to Paragraph (f) of this AD, regardless of the part’s TIS. The P/Ns listed in Table 2 to Paragraph (f) of this AD are not eligible for installation on any helicopter.

TABLE 2 TO PARAGRAPH (f)—PARTS TO BE REMOVED FROM SERVICE

Part name	P/N
Spindle Assembly, Rotary Rudder	6410–30302–041.
Main Gearbox Second Stage Lower Planetary Plate	6435–20516–101 or 6435–20516–102.
Bracket Assembly, Main Servo	6435–20527–041 or 6435–20527–042.
Primary Servo Link, Tandem Servo, M/R	6465–62161–042.
Shoulder Bolt, Tail Rotor (T/R)	65111–07001–102.
T/R Blade Assembly	65161–00001–041.

(3) Before further flight, if a T/R blade assembly, P/N 65160-00001-048, is installed, remove any of the other three T/R blade assemblies that have a different P/N and replace it with a T/R blade assembly, P/N 65160-00001-048. The T/R blade assembly, P/N 65160-00001-048, must be installed in sets of four only.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76137, telephone (817) 222-5170, email 7-avs-asw-170@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

Erickson Service Bulletin No. 64F General-1, Revision 17, dated August 17, 2010, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Erickson Air-Crane Incorporated, ATTN: Chris Erickson/ Compliance Officer, 3100 Willow Springs Rd, P.O. Box 3247, Central Point, OR 97502, telephone (541) 664-5544, fax (541) 664-2312, email address cerickson@ericksonaircrane.com. You may review a copy of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6300: Main Rotor Drive System and 6400: Tail Rotor System.

Issued in Fort Worth, Texas, on March 1, 2013.

Kim Smith,

Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013-05503 Filed 3-11-13; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 11

[Docket No. RM11-6-000]

Annual Update to Fee Schedule for the Use of Government Lands by Hydropower Licensees

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Final rule; annual update to fee schedule.

SUMMARY: In accordance with the Commission's regulations, the Commission, by its designee, the Executive Director, issues this annual update to the fee schedule which lists per-acre rental fees by county (or other geographic area) for use of government lands by hydropower licensees.

DATES: This rule is effective March 12, 2013.

FOR FURTHER INFORMATION CONTACT: Norman Richardson, Financial Management Division, Office of the Executive Director, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, (202) 502-6219, Norman.Richardson@ferc.gov.

SUPPLEMENTARY INFORMATION:

142 FERC ¶ 62,166

Issued February 27, 2013.

Section 11.2 of the Commission's regulations provides a method for computing reasonable annual charges for recompensing the United States for the use, occupancy, and enjoyment of its lands by hydropower licensees.¹ Annual charges for the use of government lands are payable in advance, and are based on an annual schedule of per-acre rental fees published in Appendix A to Part 11 of the Commission's regulations.² This document updates the fee schedule in Appendix A to Part 11 for fiscal year 2013 (October 1, 2012, through September 30, 2013).

Effective Date

This Final Rule is effective March 12, 2013. The provisions of 5 U.S.C. 804, regarding Congressional review of final rules, do not apply to this Final Rule because the rule concerns agency procedure and practice and will not substantially affect the rights or obligations of non-agency parties. This Final Rule merely updates the fee schedule published in the Code of Federal Regulations to reflect scheduled adjustments, as provided for in section 11.2 of the Commission's regulations.

List of Subjects in 18 CFR Part 11

Public lands.

By the Director.

Anton C. Porter,

Director, Office of the Executive Director.

In consideration of the foregoing, the Commission amends Chapter I, Title 18, Code of Federal Regulations, as follows.

¹ Annual Charges for the Use of Government Lands, Order No. 774, 78 FR 5256 (January 25, 2013), FERC Stats. & Regs. ¶ 31,341 (2013).

² 18 CFR Part 11 (2012).

PART 11—[AMENDED]

■ 1. The authority citation for Part 11 continues to read as follows:

Authority: 16 U.S.C. 792-828c; 42 U.S.C. 7101-7352.

■ 2. Appendix A to Part 11 is added to read as follows:

APPENDIX A TO PART 11—FEE SCHEDULE FOR FY 2013

State	County	Fee/acre/Yr
Alabama	Autauga	\$53.06
	Baldwin	89.12
	Barbour	48.00
	Bibb	61.16
	Blount	87.24
	Bullock	55.08
	Butler	58.11
	Calhoun	86.56
	Chambers	49.30
	Cherokee	59.31
	Chilton	75.66
	Choctaw	46.85
	Clarke	44.72
	Clay	63.88
	Cleburne	83.84
	Coffee	59.17
	Colbert	58.82
	Conecuh	49.98
	Coosa	56.88
	Covington	61.08
	Crenshaw	58.08
	Cullman	101.36
	Dale	57.51
	Dallas	44.94
	DeKalb	94.36
	Elmore	71.03
	Escambia	57.43
	Etowah	82.01
	Fayette	46.33
	Franklin	57.56
	Geneva	56.31
	Greene	42.14
	Hale	49.85
	Henry	49.49
	Houston	57.92
	Jackson	57.45
	Jefferson	93.62
	Lamar	38.84
	Lauderdale	63.48
	Lawrence	70.94
	Lee	82.09
	Limestone	72.47
	Lowndes	44.45
	Macon	51.29
	Madison	72.96
	Marengo	45.68
	Marion	54.86
	Marshall	101.03
Mobile	87.13	
Monroe	48.84	
Montgomery	53.09	
Morgan	77.98	
Perry	43.58	
Pickens	51.13	
Pike	59.09	
Randolph	66.04	
Russell	59.58	
St. Clair	96.10	
Shelby	101.11	
Sumter	39.30	
Talladega	63.37	
Tallapoosa	67.48	
Tuscaloosa	67.32	
Walker	68.49	
Washington	57.62	
Wilcox	37.67	
Winston	70.53	
Alaska	Aleutian Islands Chain	1.52