

## 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):

#### 2013–12–06 Eurocopter Deutschland

**(Eurocopter):** Amendment 39–17484; Docket No. FAA–2013–0520; Directorate Identifier 2013–SW–027–AD.

#### (a) Applicability

This AD applies to Eurocopter Model MBB–BK 117 A–3, MBB–BK 117 A–4, MBB–BK 117 B–1, and MBB–BK 117 C–2 helicopters with a Metro Aviation, Inc. (Metro) vapor-cycle air conditioning kit installed in accordance with Supplemental Type Certificate (STC) No. SH3880SW, certificated in any category.

#### (b) Unsafe Condition

This AD defines the unsafe condition as loosening of an air conditioning drive pulley (pulley) mount bolt, which could result in separation of the pulley from the rotor brake disc on the tail rotor (T/R) driveshaft, damage to the T/R driveshaft, and subsequent loss of control of the helicopter.

#### (c) Effective Date

This AD becomes effective July 24, 2013.

#### (d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time.

#### (e) Required Actions

(1) Before further flight, and thereafter at intervals not exceeding 10 hours time-in-service (TIS), inspect the lockwire securing the pulley mount bolts for proper installation and the pulley for looseness. If the lockwire is damaged or broken, or is not installed in a tightening direction, or if the pulley is loose, remove and inspect the pulley as described in paragraphs (e)(2)(i) and (e)(2)(ii) of this AD.

(2) Within 25 hours TIS:

(i) Remove the pulley from the rotor brake disc and, using a 10X or higher power magnifying glass, inspect the bolts and mounting holes glass for damage or distortion. If there is any damage or distortion, replace the pulley.

(ii) Install the pulley and torque each mount bolt to 90 inch-pounds. After torqueing, determine whether a gap exists among each bolt head, washer, and the mating surface of the rotor brake disc. If there is a gap, replace the pulley.

(iii) Lock wire each pulley mount bolt to its adjacent rotor brake mounting bolt with 0.6 millimeter lockwire.

#### (f) Special Flight Permits

Special flight permits are prohibited.

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

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Martin Crane, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222–5056; 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

(1) Metro Alert Service Bulletin No. MA145–21A–003, Revision A, dated April 26, 2013, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Metro Aviation, Inc., 1214 Hawm Ave, Shreveport, LA 71107; phone: (318) 222–5529; Web site: [metroproductsupport.com](http://metroproductsupport.com). You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) STC No. SH3880SW, amended April 16, 2004, may be found on the Internet at <http://www.regulations.gov> in Docket No. FAA–2013–0520.

#### (i) Subject

Joint Aircraft Service Component (JASC) Code: 6500: Tail Rotor Drive.

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

**Kim Smith,**

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

[FR Doc. 2013–16388 Filed 7–8–13; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA–2013–0515; Airspace Docket No. 13–AWP–8]

RIN 2120–AA66

#### Amendment of Restricted Areas R–2504A & R–2504B; Camp Roberts, CA, and Restricted Area R–2530; Sierra Army Depot, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the descriptions of restricted areas R–2504A

and R–2504B, Camp Roberts, CA, and restricted area R–2530, Sierra Army Depot, CA, by removing the abbreviation “PST” from the time of designation. This amendment does not change the dimensions of, or activities conducted within, R–2504A, R–2504B, and R–2530.

**DATES:** *Effective Date:* 0901 UTC, October 17, 2013.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Airspace Policy and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

##### Background

The time of designation for R–2504A and R–2504B currently reads “0600 to 2400 PST, daily” and the time of designation for R–2530 currently reads “0800 to 1800 PST, Monday–Friday; other times by NOTAM.” Since the restricted areas lie completely within the pacific time zone, it is unnecessary to specify “PST” in the descriptions. The use of “PST” has led to confusion about the time of designation during that part of the year when daylight saving time is in effect. The intended time of designation for restricted areas R–2504A and R–2504B is 0600–2400 local time, daily, during both standard time and daylight saving time periods and for R–2530 is 0800–1800 local time, Monday–Friday; other times by NOTAM, during both standard time and daylight saving time periods.

##### The Rule

This action amends Title 14, Code of Federal Regulations (14 CFR) part 73 by removing “PST” from the time of designation for restricted areas R–2504A and R–2504B, Camp Roberts, CA, and R–2530, Sierra Army Depot, CA, and inserting the words “local time” in its place. The time of designation is amended to read “0600 to 2400 local time, daily” for R–2504A and R–2504B and “0800–1800 local time, Monday–Friday; other times by NOTAM” for R–2530. These changes do not alter the current dimensions or usage of the restricted areas.

Because this action is a minor editorial change that does not alter the physical location or utilization of the restricted areas, I find that notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

Section 73.25 of Title 14 CFR part 73 was republished in FAA Order JO 7400.8V, effective February 16, 2013.

The FAA has determined that this regulation only involves an established

body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends airspace descriptions to keep them current.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311d. This action updates the technical description of special use airspace that does not alter the dimensions, altitudes, or use of the airspace. It is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

#### Adoption of Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

#### PART 73—SPECIAL USE AIRSPACE

■ 1. The authority citation for part 73 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 73.25 [Amended]

■ 2. § 73.25 is amended as follows:

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#### R–2504A Camp Roberts, CA [Amended]

By replacing the current time of designation as follows:

Time of designation. 0600 to 2400 local time, daily.

\* \* \* \* \*

#### R–2504B Camp Roberts, CA [Amended]

By replacing the current time of designation as follows:

Time of designation. 0600 to 2400 local time, daily.

\* \* \* \* \*

#### R–2530 Sierra Army Depot, CA [Amended]

By replacing the current time of designation as follows:

Time of designation. 0800 to 1800 local time, Monday–Friday; other times by NOTAM.

Issued in Washington, DC on July 1, 2013.

**Gary A. Norek,**

*Manager, Airspace Policy and ATC Procedures Group.*

[FR Doc. 2013–16449 Filed 7–8–13; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF JUSTICE

### 28 CFR Part 90

[OVW Docket No. 110]

RIN 1105–AB40

#### Removing Unnecessary Office on Violence Against Women Regulations

**AGENCY:** Office on Violence Against Women, Justice.

**ACTION:** Final rule.

**SUMMARY:** This rule removes the regulations for the STOP Violence Against Indian Women Discretionary Grant Program, because the Program no longer exists, and the Grants to Combat Violent Crimes Against Women on Campuses Program, because the regulations are no longer required and are unnecessary.

**DATES:** This rule is effective September 9, 2013.

**FOR FURTHER INFORMATION CONTACT:** Marnie Shiels, Office on Violence Against Women (OVW), United States Department of Justice, 145 N Street NE., Suite 10W.121, Washington, DC 20530 at [marnie.shiels@usdoj.gov](mailto:marnie.shiels@usdoj.gov) or (202) 305–2981.

## SUPPLEMENTARY INFORMATION:

### Background

#### STOP VAIW Program

In 1994, Congress passed the Violence Against Women Act (VAWA), a comprehensive legislative package aimed at ending violence against women. VAWA was enacted on September 13, 1994, as title IV of the Violent Crime Control and Law Enforcement Act of 1994, Public Law 103–322, 108 Stat. 1796. VAWA was designed to improve criminal justice system responses to domestic violence, sexual assault, and stalking, and to increase the availability of services for victims of these crimes. The STOP VAIW Program was codified at 42 U.S.C. 3796gg through 3796gg–5. The final rule for this program, found at 28 CFR part 90, subpart C, under the heading Indian Tribal Governments Discretionary Program, was promulgated on April 18, 1995 (74 FR 19474).

The Violence Against Women and Department of Justice Reauthorization Act of 2005 (VAWA 2005), Public Law 109–162, 119 Stat. 2960 (January 5, 2006) (hereinafter “VAWA 2005”), eliminated the STOP VAIW Program and replaced it with the Grants to Indian Tribal Governments Program, which is codified at 42 U.S.C. 3796gg–10. Accordingly, this rule removes the now unnecessary STOP VAIW Program regulations.

#### Higher Education Amendments of 1998

Violence against women on college and university campuses also is a serious, widespread problem. To help address this problem, Congress authorized the Grants to Combat Violent Crimes Against Women on Campuses Program in title VIII, part E, section 826 of the Higher Education Amendments of 1998, Public Law 105–244, 112 Stat. 1581 (Oct. 7, 1998). Consistent with VAWA, the Grants to Combat Violent Crimes Against Women on Campuses Program was designed to encourage the higher education community to adopt comprehensive, coordinated strategies for preventing and stopping violence against women. This program was originally codified at 20 U.S.C. 1152. The final rule for the program, found at 28 CFR part 90, subpart E, was promulgated on July 22, 1999 (64 FR 39774). VAWA 2005 amended the Campus Program and renamed it the Grants to Combat Violent Crimes on Campus Program (Campus Program) and recodified it at 42 U.S.C. 14045b.

When VAWA 2005 recodified the program, it removed the requirement for