Actions and Compliance

(e) Unless already done, within 75 flight hours after the effective date of this AD, replace the S/N DECU(s) listed in applicability paragraph (c) of this AD:

(1) With a DECU having a S/N not listed in paragraph (c); or

(2) With a DECU having a S/N listed in paragraph (c), that has been returned to an approved repair center since January 1, 2010.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) EASA AD 2010–0068–E (corrected), dated April 13, 2010, requires, for helicopters having two affected DECU(s), that one of the DECU(s) be replaced before the next flight, and the other DECU be replaced within 75 flight hours after the effective date of the AD.

(2) This AD requires all affected DECU(s) be replaced within 75 flight hours after the effective date of the AD.

(3) Although EASA AD 2010–0068–E (corrected), dated April 13, 2010, also applies to the Makila 2A1 engine, this AD does not apply to that model because it has no U.S. type certificate.

Alternative Methods of Compliance (AMOCS)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCS for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2010–0068–E (corrected), dated April 13, 2010, and Turbomeca Alert Mandatory Service Bulletin No. A298 73 2815, Version A, dated March 18, 2010, for related information. Contact Turbomeca, 40220 Tournus, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, for a copy of this service information.

(i) Contact Kevin Dickert, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: kevin.dickert@faa.gov; telephone (781) 238–7117; fax (781) 238–7199, for more information about this AD.

Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on April 23, 2010.

Peter A. White,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2010–9963 Filed 4–29–10; 8:45 am]
BILLING CODE 4910–13–P
DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972

AGENCY: Department of the Navy, DoD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), to reflect that the Deputy Assistant Judge Advocate General (Admiralty and Maritime Law) has determined that USS MISSOURI (SSN 780) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with certain provisions of the 72 COLREGS without interfering with its special function as a naval ship. The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

DATES: This rule is effective April 30, 2010 and is applicable beginning April 21, 2010.


SUPPLEMENTARY INFORMATION: Pursuant to the authority granted in 33 U.S.C. 1605, the Department of the Navy amends 32 CFR Part 706.

This amendment provides notice that the Deputy Assistant Judge Advocate General (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, has certified that USS MISSOURI (SSN 780) is a vessel of the Navy which, due to its special construction and purpose, cannot fully comply with the following specific provisions of 72 COLREGS without interfering with its special function as a naval ship: Annex I, paragraph 2(a)(i), pertaining to the height placement of the masthead light above the hull; Annex I, paragraph 2(k), pertaining to the height and relative positions of the anchor lights; Annex I, paragraph 3(b), pertaining to the location of the sidelights; and Rule 21(c), pertaining to the location and arc of visibility of the sternlight. The Deputy Assistant Judge Advocate General (Admiralty and Maritime Law) has also certified that the lights involved are located in closest possible compliance with the applicable 72 COLREGS requirements.

Moreover, it has been determined, in accordance with 32 CFR Parts 296 and 701, that publication of this amendment for public comment prior to adoption is impracticable, unnecessary, and contrary to public interest since it is based on technical findings that the placement of lights on this vessel in a manner differently from that prescribed herein will adversely affect the vessel’s ability to perform its military functions.

List of Subjects in 32 CFR Part 706

Marine safety, Navigation (water), and Vessels.

For the reasons set forth in the preamble, the Navy amends part 706 of title 32 of the Code of Federal Regulations as follows:

PART 706—CERTIFICATIONS AND EXEMPTIONS UNDER THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

1. The authority citation for part 706 continues to read as follows:


2. Section 706.2 is amended as follows:

A. In Table One by adding, in alpha numerical order, by vessel number, an entry for USS MISSOURI (SSN 780);

B. In Table Three by adding, in alpha numerical order, by vessel number, an entry for USS MISSOURI (SSN 780).

The additions read as follows:

§ 706.2 Certifications of the Secretary of the Navy under Executive Order 11964 and 33 U.S.C. 1605.

* * * * *

Table One

<table>
<thead>
<tr>
<th>Vessel Number</th>
<th>Distance in meters of forward masthead light below minimum required height</th>
</tr>
</thead>
<tbody>
<tr>
<td>USS MISSOURI</td>
<td>2.76</td>
</tr>
</tbody>
</table>

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