

that established by the existing airworthiness standards.

**Discussion of Comments**

Notice of proposed special conditions No. 25-12-14-SC for the Bombardier Aerospace Model BD-500-1A10 and BD-500-1A11 airplanes was published in the **Federal Register** on November 20, 2012 (77 FR 69568). No comments were received, and the special conditions are adopted as proposed.

**Applicability**

As discussed above, these special conditions are applicable to the Bombardier Aerospace Model BD-500-1A10 and BD-500-1A11 airplanes. Should Bombardier Aerospace apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special conditions would apply to that model as well.

**Conclusion**

This action affects only certain novel or unusual design features on Bombardier Aerospace Model BD-500-1A10 and BD-500-1A11 airplanes. It is not a rule of general applicability.

**List of Subjects in 14 CFR Part 25**

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

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, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Model BD-500-1A10 and BD-500-1A11 airplanes by Bombardier Aerospace:

**Limit Pilot Forces for Sidestick Control**

In lieu of the pilot forces specified in § 25.397(c), for the Bombardier Model BD-500-1A10 and BD-500-1A11 airplanes equipped with sidestick controls designed for forces to be applied by one wrist and not arms, the limit pilot forces are as follows:

1. For all components between and including the handle and its control stops.

Pitch	Roll
Nose up 200 pounds force (Lbf)	Nose Left 100 Lbf
Nose down 200 Lbf	Nose Right 100 Lbf

2. For all other components of the sidestick control assembly, excluding

the internal components of the electrical sensor assemblies, to avoid damage as a result of an in-flight jam.

Pitch	Roll
Nose up 125 lbf Nose down 125 lbf	Nose Left 50 lbf Nose Right 50 lbf

Issued in Renton, Washington, on February 12, 2013.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Parts 117, 119, and 121**

[Docket No. FAA-2009-1093; Amdt. Nos. 117-1, 119-16, 121-357]

**RIN 2120-AJ58**

**Flightcrew Member Duty and Rest Requirements; Technical Correction**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; technical correction.

**SUMMARY:** The FAA is correcting the effective date of a final rule correction for flightcrew member duty and rest requirements published on February 6, 2013, that required technical corrections in the codified text of the final flightcrew member duty and rest rule. The correct effective date of the rule should read January 4, 2014.

**DATES:** *Effective date:* The effective date of a final rule correction published in the **Federal Register** of February 6, 2013 (78 FR 8361), is corrected from January 14, 2014, to January 4, 2014.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact Dale E. Roberts, AFS-200, Flight Standards Service, Air Transportation Division Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-5749; email [dale.e.roberts@faa.gov](mailto:dale.e.roberts@faa.gov).

For legal questions concerning this action, contact Robert Frenzel, AGC-220, Office of Chief Counsel, Regulations Division, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3073; email: [robert.frenzel@faa.gov](mailto:robert.frenzel@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

On January 4, 2012, the FAA published a final rule entitled “Flightcrew Member Duty and Rest Requirements” (77 FR 330). In that rule, the FAA created a new part, part 117, which replaced the then-existing flight, duty, and rest regulations for part 121 passenger operations. As part of this rulemaking, the FAA also applied the new part 117 to certain part 91 operations, and it permitted all-cargo operations operating under part 121 to voluntarily opt into the part 117 flight, duty, and rest regulations.

Subsequent to publication, the FAA discovered several issues requiring a technical correction in the regulatory text of the rule and published a final rule, technical correction on February 6, 2013 (78 FR 8361). The FAA realized that the effective date in this rule was inadvertently changed from January 4, 2014, to January 14, 2014.

This technical correction changes the effective date to January 4, 2014.

Issued in Washington, DC, on February 11, 2013.

**Mark W. Bury,**

*Acting Assistant Chief Counsel for International Law, Legislation, and Regulations.*

[FR Doc. 2013-03559 Filed 2-14-13; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF COMMERCE**

**International Trade Administration**

**19 CFR Part 360**

[Docket No.: 121016549-2549-01]

**RIN 0625-AA93**

**Steel Import Monitoring and Analysis System**

**AGENCY:** Import Administration, International Trade Administration, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Department of Commerce (the Department) publishes this action to make final a rule to extend the Steel Import Monitoring and Analysis (SIMA) system until March 21, 2017. The purpose of the SIMA system is to provide the public statistical data on steel imports entering the United States seven weeks earlier than it would otherwise be available to the public. Aggregate data collected from the licenses are made available to the public on a weekly basis following review by the Department.