(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.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

§ 39.19 [Amended]

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):


(a) Comments Due Date

We must receive comments by July 22, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hamilton Standard Division 6/5500/F and 24PF and Hamilton Sundstrand Corporation 14RF–9, 14SF–5, 14SF–7, 14SF–11E, and 568F–1, that have an approved update to the ALS, within one year after the effective date of this AD.

(d) Unsafe Condition

This AD was prompted by the amount of corrosion detected during major inspections (MI). We are issuing this AD to prevent corrosion that could result in propeller failure and loss of airplane control.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(f) MI for Blades and Hubs That Have an Updated Airworthiness Limitations Section (ALS)

For Hamilton Sundstrand Corporation propeller models 14RF–9, 14RF–21, 14SF–5, 14SF–7, 14SF–11E, and 568F–1, that have an approved update to the ALS, within 45 days after the effective date of this AD, perform an MI on the blades and hubs no later than one year after the effective date of this AD.

(g) MI for Blades and Hubs That Do Not Have an Updated ALS

For Hamilton Sundstrand Corporation model 6/5500/F and 24PF and Hamilton Sundstrand Corporation model 14RF–19, 14RF–37, 14SF–15, 14SF–23, 14SF–17, 14SF–19, 247F–1, 247F–1E, 247F–3, 568F–1, 568F–5, 568F–7 propellers, that do not have an approved update to the ALS, within one year after the effective date of this AD, perform an MI on the blades and hubs no later than seven years since the date since installation (DSI). The DSI will begin at initial installation after the effective date of this AD.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39 CFR 19 to make your request.

(i) Related Information

(1) For more information about this AD, contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781–238–7761; fax: 781–238–7170; email: michael.schwetz@faa.gov.

(2) For service information identified in this AD, contact Hamilton Sundstrand Corporation, One Hamilton Road, Mail Stop 1–A–3C63, Windsor Locks, CT 06096–1010; or Hamilton Standard Division, United Technologies Corporation, One Hamilton Road, Mail Stop 1A–3–C63, Windsor Locks, CT 06096–1010; phone: 877–808–7575; fax: 860–660–0372; email: tech.solutions@hs.utc.com; Internet: http://myhs.hamiltonsundstrand.com.

(3) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781–238–7125.

Issued in Burlington, Massachusetts, on May 17, 2013.

Colleen M. D’Alessandro, Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


Proposed Amendment of Class E Airspace; Point Thomson, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify the airspace at Point Thomson, AK by establishing Class E Airspace at Point Thomson Airstrip Airport, Point Thomson, AK. This will accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at the airport.

This NPRM proposes this action to enhance the safety and management of aircraft operations at the airport.

DATES: Comments must be received on or before July 8, 2013.


FOR FURTHER INFORMATION CONTACT:

Richard Roberts, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4517.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA–2012–1175 and Airspace Docket No. 12–AAL–11) and be submitted in triplicate.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


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Communications should identify both docket numbers (FAA Docket No. FAA–2012–1175 and Airspace Docket No. 12–AAL–11) and be submitted in triplicate.
Controlled airspace is necessary to accommodate aircraft using the new RNAV (GPS) standard instrument approach procedures at Point Thomson Airstrip Airport, and would enhance the safety and management of instrument flight rules operations at the airport. Class E Airspace designations are published in paragraph 6005, of FAA Order 7400.9W, dated August 8, 2012, and effective September 15, 2012, which is incorporated by reference in 14 CFR part 71.1. The Class E Airspace designation listed in this document will be published subsequently in this Order.

The FAA has determined this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (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); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified this proposed rule, when promulgated, would 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 promulgating amendments to part 71 continues to read as follows:

§ 71.1 [Amended]

1. The authority citation for 14 CFR Part 71 continues to read as follows:


§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR Part 71.1 of the Federal Aviation Administration Order 7400.9W, Airspace Designations and Reporting Points, dated August 8, 2012, and effective September 15, 201 is amended as follows:

Paragraph 6005 Class E Airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AAL AK E5 Point Thomson, AK [Modify]
Point Thomson 3 Heliport, AK
(Lat. 70°10′17″N., long. 146°15′31″W)
Point Thomson Airstrip Airport, AK
(Lat. 70°08′10″N., long. 146°17′24″W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point Thomson 3 Heliport, and that airspace within an 8.9-mile radius of Point Thomson Airstrip Airport.

Issued in Seattle, Washington, on May 9, 2013.

Clark Desing,
Manager, Operations Support Group, Western Service Center.

[FR Doc. 2013–12311 Filed 5–22–13; 8:45 am]

BILLING CODE 4910–13–P

FEDERAL TRADE COMMISSION

16 CFR Chapter I

Notice of Intent To Request Public Comments

AGENCY: Federal Trade Commission.

ACTION: Notice of intent to request public comments.

SUMMARY: As part of its ongoing, systematic review of all Federal Trade Commission rules and guides, the Commission announces a modified ten-year regulatory review schedule. No Commission determination on the need for, or the substance of, the rules and guides listed below should be inferred from the notice of intent to publish requests for comments.