
(a) Applicability
This AD applies to Model 234 and Model CH–47D helicopters, regardless of type certificate holder, with a pitch housing assembly (pitch housing) part number (P/N) 145R2075–11, 145R2075–12, 145R2075–13, 145R2075–14, 145R2075–15, 145R2075–16, 234R2075–1, or 234R2075–2 installed, certified in any category.

(b) Unsafe Condition
This AD defines the unsafe condition as a crack in a pitch housing lug. This condition could result in loss of a rotor blade and consequent loss of helicopter control.

(c) Effective Date
This AD becomes effective September 17, 2018.

(d) 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.

(e) Required Actions

(2) Before the pitch housing accumulates 200 hours TIS after the effective date of this AD and thereafter at intervals not to exceed 200 hours TIS, ultrasonic inspect the pitch housing for a crack in accordance with Attachment 1, paragraphs F and H through K, of Boeing Service Bulletin 145R2075–62–0001, Revision 1, dated September 27, 2011. If there is a crack, replace the pitch housing before further flight.

(3) Within 400 hours TIS after the effective date of this AD or before the pitch housing has accumulated 4,000 hours total TIS, eddy current inspect the pitch housing for a crack. If there is a crack, replace the pitch housing before further flight. The eddy current inspection must be accomplished using a method approved by the Manager, Seattle ACO Branch, or by the Manager, Denver ACO Branch. For a repair method to be approved as required by this AD, the manager’s approval letter must specifically refer to this AD.

(f) Alternative Methods of Compliance (AMOCs)
(1) For operators of helicopters with type certificates issued by the Denver Aircraft Certificate Office or ACO Branch, the manager of the Denver ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Greg Johnson, Senior Aerospace Engineer, Denver ACO Branch, Compliance and Airworthiness Division, FAA, 26805 East 68th Avenue, Denver, CO 80249; phone: 303–342–1088; fax: 303–342–1088; email: Gregory.Johnson@faa.gov.

(2) All other AMOC requests should be sent to the Manager, Seattle ACO Branch, FAA. Send your proposal to: Chris Bonar, Aerospace Engineer, Airframe Section, Seattle ACO Branch, FAA, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3521; internet e-AXM-Seattle-ACO-AMOC-Requests@faa.gov.

(3) 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.

(g) Additional Information
Special Airworthiness Information Bulletin SW–11–03, dated October 22, 2010 (SAIB); Columbia Helicopters, Inc., Alert Service Bulletin No. 234–62–A0012, Revision 2, dated March 1, 2016; and Columbia Helicopters, Inc., Alert Service Bulletin No. 47D–62–A0002, Revision 0, dated March 1, 2016, which are not incorporated by reference, contain additional information about the subject of this AD. You may view the SAIB on the internet at http://www.regulations.gov in the AD Docket. For Columbia service information identified in this final rule, contact Columbia Helicopters, Inc., 14452 Arndt Road NE, Aurora, OR 97002, telephone (503) 678–1222, fax (503) 678–5841, or at http://www.coheli.com. You may view a copy of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N–321, Fort Worth, TX 76177.

(h) Subject
Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

(i) Material Incorporated by Reference
(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.


(ii) Reserved.

(3) For Boeing Helicopters service information identified in this AD, contact Boeing Helicopters, The Boeing Company, 1 S. Stewart Avenue, Ridley Park, PA 19078, telephone 610–591–2121.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N–321, Fort Worth, TX 76177.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at the FAA, call (817) 222–5110.

Issued in Fort Worth, Texas, on July 27, 2018.

Scott A. Horn.
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2018–17112 Filed 8–10–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE INTERIOR
National Indian Gaming Commission

25 CFR Part 542
RIN 3141–AA55
Minimum Internal Control Standards

AGENCY: National Indian Gaming Commission, Department of the Interior.

ACTION: Notification of final rulemaking: stay.

SUMMARY: The National Indian Gaming Commission (NIGC) is suspending its minimum internal control standards (MICS) for Class III gaming under the Indian Gaming Regulatory Act. Updated guidance for Class III MICS will now be maintained at www.nigc.gov.

DATES: This rule is effective September 27, 2018. Title 25 CPR part 542 is stayed effective September 27, 2018.

FOR FURTHER INFORMATION CONTACT: Jennifer Lawson at 202–632–7003 or write to info@nigc.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The NIGC Class III MICS were promulgated in 1999 and last substantively revised in 2005. In 2006, the D.C. Circuit Court of Appeals in Colorado River Indian Tribes v. Nat’l Indian Gaming Comm’n, 466 F.3d 134 (CRIT v. NIGC), held that NIGC lacked authority to enforce or promulgate Class III MICS. Since that time, the Class III MICS have remained untouched. Technology has advanced rapidly, though, making some standards obsolete and introducing new areas of risk not contemplated by the outdated standards. And yet, many tribal-state compacts—even those entered into since 2006—continue to adopt NIGC Class III MICS by reference.

II. Development of the Rule

In light of the ruling in CRIT v. NIGC and recognizing the industry’s need for updated standards, the NIGC sought comment on what to do with the outdated standards still remaining in the regulations and introducing non-binding guidance for Class III MICS. Between 2015 and 2016, over
The rule will not have a significant impact on a substantial number of small entities as defined under the Regulatory Flexibility Act, 5 U.S.C. 601, et seq. Moreover, Indian Tribes are not considered to be small entities for the purposes of the Regulatory Flexibility Act.

**Small Business Regulatory Enforcement Fairness Act**

The rule is not a major rule under 5 U.S.C. 804(2), the Small Business Regulatory Enforcement Fairness Act. The rule does not have an effect on the economy of $100 million or more. The rule will not cause a major increase in costs or prices for consumers, individual industries, Federal, State, local government agencies or geographic regions, nor will the proposed rule have a significant adverse effect on competition, employment, investment, productivity, innovation, or the ability of the enterprises, to compete with foreign based enterprises.

**Unfunded Mandate Reform Act**

The Commission, as an independent regulatory agency, is exempt from compliance with the Unfunded Mandates Reform Act, 2 U.S.C. 1502(1); 2 U.S.C. 658(1).

**Takings**

In accordance with Executive Order 12630, the Commission has determined that the rule does not have significant takings implications. A takings implication assessment is not required.

**Civil Justice Reform**

In accordance with Executive Order 12988, the Commission has determined that the rule does not unduly burden the judicial system and meets the requirements of sections 3(a) and 3(b)(2) of the Order.

**National Environmental Policy Act**

The Commission has determined that the rule does not constitute a major federal action significantly affecting the quality of the human environment and that no detailed statement is required pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4321, et seq.

**Paperwork Reduction Act**

Suspending part 542 also suspends any information collection requirements contained within. Therefore, no detailed statement is required pursuant to the Paperwork Reduction Act, 44 U.S.C. 3501, et seq.

**Tribal Consultation**

The National Indian Gaming Commission is committed to fulfilling its tribal consultation obligations—whether directed by statute or administrative action such as Executive Order (E.O.) 13175 (Consultation and Coordination with Indian Tribal Governments)—by adhering to the consultation framework described in its Consultation Policy published July 15, 2013. The NIGC’s consultation policy specifies that it will consult with tribes on Commission Action with Tribal Implications, which is defined as: Any Commission regulation, rulemaking, policy, guidance, legislative proposal, or operational activity that may have a substantial direct effect on an Indian tribe on matters including, but not limited to the ability of an Indian tribe to regulate its Indian gaming; an Indian tribe’s formal relationship with the Commission; or the consideration of the Commission’s trust responsibilities to Indian tribes.

On February 26, 2015, the Commission announced consultation and sought comments over its plans to draft updated, non-mandatory Class III MICS guidance and proposal to withdraw the part 542 regulations. The Commission held four in-person and one telephonic consultation sessions. The consultation and comment period ended on February 23, 2016. Over forty tribes commented on the plan. As a result of the comments, the Commission, on November 22, 2016, announced its proposal to suspend the part 542 regulations and issue updated, non-mandatory Class III MICS guidance. The Commission developed and shared a draft of the guidance and held six in-person consultation sessions. The Commission received comments through July 2017.

**List of Subjects in 25 CFR Part 542**

Accounting, Administrative practice and procedure, Gambling, Indian—Indian lands, Reporting and recordkeeping requirements.

For the reasons discussed in the preamble, the Commission amends 25 CFR part 542 as follows:

**PART 542—MINIMUM INTERNAL CONTROL STANDARDS**

1. The authority for part 542 is revised to read as follows:

   **Authority:** 25 U.S.C. 2706(b)(10).

2. Section 542.1 is revised to read as follows:

   § 542.1 What does this part cover?

   (a) This part previously established the minimum internal control standards for gaming operations on Indian land.

   (b) This part is suspended pursuant to the decision in *Colorado River Indian Tribes v. Nat’l Indian Gaming Comm’n*, 466 F.3d 134 (D.C. Cir. 2006). Updated
non-binding guidance on Class III
Minimum Internal Control Standards
may be found at www.nigc.gov.
3. Effective September 27, 2018, part
542 is stayed.

Dated: July 18, 2018.
Jonodev O. Chaudhuri,
Chairman.
Dated: July 18, 2018.
Kathryn Isom-Clause,
Vice Chair.

DEPARTMENT OF HOMELAND
SECURITY

Coast Guard

33 CFR Part 100
[Docket No. USCG–2018–0725]

Special Local Regulations; Marine
Events Within the Fifth Coast Guard
District

AGENCY: Coast Guard, DHS.

ACTION: Notice of enforcement of
regulation.

SUMMARY: The Coast Guard will enforce
special local regulations for the
Baltimore Air Show from October 4,
2018, through October 7, 2018, to
provide for the safety of life on
navigable waterways during the event.
Our regulation for marine events within
the Fifth Coast Guard District identifies
the regulated area for the event. During
the enforcement period, the Coast Guard
patrol commander or designated marine
event patrol may forbid and control the
movement of all vessels in the regulated
area.

DATES: The regulations in 33 CFR
100.501 will be enforced for the
Baltimore Air Show regulated area
listed in item b.23 in the table to
§ 100.501 from 11 a.m. through 5 p.m.
on October 4, 2018, from 10:30 a.m.
through 5 p.m. on October 5, 2018, from
11 a.m. through 5 p.m. on October 6,
2018, and from 11 a.m. through 5 p.m.
on October 7, 2018.

FOR FURTHER INFORMATION CONTACT: If
you have questions about this notice of
enforcement, call or email Mr. Ron
Houck, U.S. Coast Guard Sector
Maryland-National Capital Region
(WWM Division); telephone 410–576–
2674, email Ronald.L.Houck@uscg.mil.

SUPPLEMENTARY INFORMATION: The Coast
Guard was notified by the Historic
Ships in Baltimore, Inc., on February 6,
2018, through submission of a marine
event application that, due to a
scheduling change, a change of dates is
necessary to the dates previously
published in the Code of Federal
Regulations (CFR) for the biennially
scheduled Baltimore Air Show, as listed
in the table to 33 CFR 100.501. The date
of the event for this year is changed to
October 4, 2018, through October 7,
2018. The Coast Guard will enforce the
special local regulations in 33 CFR
100.501 for the Baltimore Air Show
regulated area from 11 a.m. through 5
p.m. on October 4, 2018, from 10:30
a.m. through 5 p.m. on October 5, 2018,
from 11 a.m. through 5 p.m. on October
6, 2018, and from 11 a.m. through 5
p.m. on October 7, 2018. Our regulation
for marine events within the Fifth Coast
Guard District, § 100.501, specifies the
location of the regulated area for the
Baltimore Air Show, which
encompasses portions of the Patapsco
River, at Baltimore, MD.

This action is being taken to provide for
the safety of life on navigable
waterways during the event. As
specified in § 100.501(c), during the
enforcement period, the Coast Guard
patrol commander or designated marine
event patrol may forbid and control the
movement of all vessels in the regulated
area. Vessel operators may request
permission to enter and transit through
a regulated area by contacting the Coast
Guard patrol commander on VHF–FM
channel 16.

In addition to this notice of
enforcement in the Federal Register,
the Coast Guard plans to provide
notification of this enforcement period
via the Local Notice to Mariners and
marine information broadcasts.

Dated: August 7, 2018.
Joseph B. Loring,
Captain, U.S. Coast Guard, Captain of the
Port Maryland-National Capital Region.

DEPARTMENT OF HOMELAND
SECURITY

Coast Guard

33 CFR Part 117
[Docket No. USCG–2018–0091]

Drawbridge Operation Regulation;
Petaluma River, Haystack Landing
(Petaluma), CA

AGENCY: Coast Guard, DHS.

ACTION: Notice of temporary deviation
from regulations; request for comments.

SUMMARY: The Coast Guard has issued a
temporary deviation from the operating
table to determine whether a
permanent change to the schedule is
appropriate. This test deviation will
modify the existing regulation to add an
advance notification requirement for
obtaining bridge openings.

DATES: This deviation is effective from
6 a.m. on August 20, 2018 to 6 a.m. on
October 18, 2018.

Comments and related materials must
reach the Coast Guard on or before
November 1, 2018.

ADDRESSES: You may submit comments
identified by docket number USCG–
2018–0091 using Federal eRulemaking

See the “Public Participation and
Request for Comments” portion of the
SUPPLEMENTARY INFORMATION
section below for instructions on
submitting comments.

FOR FURTHER INFORMATION CONTACT: If
you have questions on this test
deviation, call or email Carl T. Hauser,
Chief, Bridge Section, Eleventh Coast
Guard District; telephone 510–437–
3516; email Carl.T.Hauser@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Background, Purpose and Legal Basis

On March 2, 2018, the Coast Guard
published a Test Deviation entitled
Petaluma River, Haystack Landing
(Petaluma), CA in the Federal Register
(83 FR 8936). We received five
comments on this rule. Four of the five
comments submitted, concerning the
test deviation, addressed the 2-hour
advance notification. The commenters
stated that the lengthy advance
notification would be a burden on
waterway users. The fifth comment was
directed at the structural deficiency of a
number of dams in the United States;
this comment is not pertinent to this
deviation.

Sonoma-Marin Area Rail Transit
(SMART) owns the Northwestern
Pacific railroad bridge across the
Petaluma River, mile 12.4, at
Haystack Landing (Petaluma), CA. The
bridge has a vertical clearance of 3.6 feet
above mean high water in the closed-
to-navigation position and unlimited
vertical clearance in the open-to-
navigation position, and currently
operates under 33 CFR 117.187(a).

The duration of this initial test
deviation was 90 days. During this
initial test, according to drawtender
logs, 96 vessels requested openings and
passed through the bridge. At no time
was a 2-hour notice given to the