

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) The subject of this AD is addressed in Transport Canada Civil Aviation (TCCA) AD No. CF-2012-14R1, dated May 9, 2012. You may view a copy of the TCCA AD and a copy of STC No. SR01298NY in the AD Docket on the Internet at <http://www.regulations.gov>.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 3213: Main Landing Gear Strut/Axle/Truck.

Issued in Fort Worth, Texas, on August 2, 2013.

**Lance T. Gant,**

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

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2012-0566; Directorate Identifier 2011-SW-008-AD; Amendment 39-17065; AD 2012-11-02]**

**RIN 2120-AA64**

**Airworthiness Directives; Eurocopter Deutschland GmbH Helicopters**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. The AD applies to certain Eurocopter Deutschland GmbH (Eurocopter) Model EC135 helicopters. The reference to Title 14, Code of Federal Regulations (14 CFR) 91.173 in the Required Actions section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective August 13, 2013. The effective date for AD 2012-11-02 (77 FR 37790, June 25, 2012) remains July 10, 2012.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket

Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222-5110; fax: (817) 222-5110; email: [sharon.y.miles@faa.gov](mailto:sharon.y.miles@faa.gov).

**SUPPLEMENTARY INFORMATION:** AD 2012-11-02, Amendment 39-17065 (77 FR 37790, June 25, 2012), applies to certain Eurocopter Model EC135 helicopters. AD 2012-11-02 currently requires, in part, visually checking the ring frame which connects the tail rotor Fenestron housing to the tailboom for a crack before further flight and thereafter at each preflight check, and allows this check to be performed by a pilot if certain regulatory recordkeeping requirements are met. As such, AD 2012-11-02 currently includes the following as the last sentence under paragraph (f)(1): “The record must be maintained as required by 14 CFR 91.173, 121.380, or 134.439.”

As published, the reference to 14 CFR 91.173 is incorrect. The correct reference is to 14 CFR 91.417.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

**Correction of Regulatory Text**

**§ 39.13 [Corrected]**

In the **Federal Register** of June 25, 2012, on page 37792, in the third column, the last sentence of paragraph (f)(1) is corrected to read as follows:

\* \* \* \* \*

The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

\* \* \* \* \*

Issued in Fort Worth, Texas, on August 2, 2013.

**Lance T. Gant,**

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

[FR Doc. 2013-19447 Filed 8-12-13; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA-2012-1297; Directorate Identifier 2012-SW-100-AD; Amendment 39-17285; AD 2012-25-04]**

**RIN 2120-AA64**

**Airworthiness Directives; Eurocopter France Helicopters**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. The AD applies to certain Eurocopter France (Eurocopter) Model AS350B3 helicopters. The reference to Title 14, Code of Federal Regulations (14 CFR) 91.173 in the Required Actions section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective August 13, 2013. The effective date for AD 2012-25-04 (78 FR 24041, April 24, 2013) remains May 9, 2013.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:**

Robert Grant, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222-5110; fax: (817) 222-5110; email: [robert.grant@faa.gov](mailto:robert.grant@faa.gov).

**SUPPLEMENTARY INFORMATION:** AD 2012-25-04, Amendment 39-17285 (78 FR 24041, April 24, 2013), applies to certain Eurocopter Model AS350B3 helicopters. AD 2012-25-04 currently requires, in part, before further flight and thereafter after each flight without exceeding 3 hours time-in-service between two checks, visually checking each laminated half bearing for certain conditions, and allows this check to be performed by a pilot if certain regulatory recordkeeping requirements

are met. As such, AD 2012–25–04 currently includes the following as the last sentence under paragraph (f)(4): “The record must be maintained as required by 14 CFR 91.173, 121.380, or 134.439.”

As published, the reference to 14 CFR 91.173 is incorrect. The correct reference is to 14 CFR 91.417.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

**Correction of Regulatory Text**

**§ 39.13 [Corrected]**

In the **Federal Register** of April 24, 2013, on page 24046, in the second column, the last sentence of paragraph (f)(4) is corrected to read as follows:

\* \* \* \* \*

The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

\* \* \* \* \*

Issued in Fort Worth, Texas, on August 2, 2013.

**Lance T. Gant,**

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

[FR Doc. 2013–19444 Filed 8–12–13; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2011–1158; Directorate Identifier 2010–SW–018–AD; Amendment 39–16847; AD 2011–22–05]

**RIN 2120–AA64**

**Airworthiness Directives; Eurocopter France Helicopters**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that was published in the **Federal Register**. The AD applies to certain Eurocopter France (Eurocopter) Model AS350B, B1, B2, B3, BA, C, D, and D1 helicopters; and Model AS355E, F, F1, F2, N, and NP helicopters. The reference to Title 14, Code of Federal Regulations (14 CFR) 91.173 in the Compliance section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

**DATES:** This final rule is effective August 13, 2013. The effective date for AD

2011–22–05 (76 FR 70046, November 10, 2011) remains November 25, 2011.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Jim Grigg, Rotorcraft Directorate, Safety Management Group Manager, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: (817) 222–5110; fax: (817) 222–5110; email: [jim.grigg@faa.gov](mailto:jim.grigg@faa.gov).

**SUPPLEMENTARY INFORMATION:** AD 2011–22–05, Amendment 39–16847 (76 FR 70046, November 10, 2011), applies to certain Eurocopter Model AS350B, B1, B2, B3, BA, C, D, and D1 and Model AS355E, F, F1, F2, N, and NP helicopters. AD 2011–22–05 currently requires, in part, a daily check of the tail rotor pitch control rod (control rod) outboard spherical bearing (bearing) for play, and allows this check to be performed by a pilot if certain regulatory recordkeeping requirements are met. As such, AD 2011–22–05 currently includes the following as the last sentence under paragraph (a): “The record must be maintained as required by 14 CFR 91.173, 121.380, or 134.439.”

As published, the reference to 14 CFR 91.173 is incorrect. The correct reference is to 14 CFR 91.417.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the **Federal Register**.

**Correction of Regulatory Text**

**§ 39.13 [Corrected]**

In the **Federal Register** of November 10, 2011, on page 70048, in the third column, the last sentence of paragraph (a) is corrected to read as follows:

\* \* \* \* \*

The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

\* \* \* \* \*

Issued in Fort Worth, Texas, on August 2, 2013.

**Lance T. Gant,**

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

[FR Doc. 2013–19457 Filed 8–12–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2013–0414; Airspace Docket No. 13–ANM–14]

**Modification of Class E Airspace; Brigham City, UT**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies Class E airspace at Brigham City Airport, Brigham City, UT. Decommissioning of the Brigham City Nondirectional Radio Beacon (NDB) has made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations at the airport. This action also makes an adjustment to the geographic coordinates of the airport.

**DATES:** Effective date, 0901 UTC, October 17, 2013. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA, 98057; telephone (425) 203–4537.

**SUPPLEMENTARY INFORMATION:**

**History**

On June 5, 2013, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to modify controlled airspace at Brigham City, UT (78 FR 33772). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

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 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.