

Liner (lower drive link bearing), P/N 406–010–417–109, installed.

(8) Model 427 with Tail Rotor Actuator Output Idler, P/N 427–001–723–101, installed.

(9) Model 430 with  
(i) Fitting Assembly Engine Bipod Mount, P/N 230–060–113–101, 230–060–113–102, 230–060–114–101, or 230–060–114–102; Bearing Assembly M/R Rotating Controls, P/N 430–010–449–101; Rod End Assembly Lift link, P/N 430–010–204–101 or 430–010–204–103, or

(ii) Bellcrank Assembly Directional Controls, P/N 222–001–734–001, or 222–001–736–005, installed.

#### (b) Unsafe Condition

This AD defines the unsafe condition as bearings that may not have been staked as required and may migrate out of their proper position and limit the functionality of the affected part. This condition could result in failure of a bearing and the lever assembly in which it is installed and subsequent loss of control of the helicopter.

#### (c) Effective Date

This AD becomes effective October 17, 2013.

#### (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

(1) Perform each action required by this AD within the compliance time for each part listed in the applicability paragraph of this AD as follows: (a)(1), (a)(2), (a)(6)(i), (a)(7), and (a)(8), within 10 hours time-in-service (TIS) or 30 days, whichever occurs first; (a)(3)(i), (a)(4)(i), (a)(5)(i), and (a)(9)(i), within 5 hours TIS or 30 days, whichever occurs first; (a)(3)(ii), (a)(4)(ii), (a)(5)(ii), and (a)(9)(ii) within 150 hours TIS or 12 months, whichever occurs first; and (a)(6)(ii) within 300 hours TIS or 12 months, whichever occurs first.

(2) Using a 10X or higher power magnifying glass or using a boroscope, inspect each bearing and determine if the bearing has been properly staked for each part that contains a part serial number with a prefix of either “TI” or “TIFS.”

(i) If a part does not contain a serial number, inspect the bearing of that part even if that part contains a supplier marking.

(ii) If you cannot access the bearing while the part is installed on the helicopter to make a determination as to whether the bearing in the part is properly staked, remove the part and inspect the bearing using a 10X or higher power magnifying glass or using a boroscope.

(iii) If you find a part that is not properly staked, replace the bearing or the assembly with an airworthy bearing or assembly before further flight.

#### (f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to Sharon Miles, ASW–111, Aviation Safety Engineer,

Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5110, email [sharon.y.miles@faa.gov](mailto:sharon.y.miles@faa.gov).

(2) 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

(1) Bell Alert Service Bulletin (ASB) No. 206–09–122 for Models 206A and 206B; No. 206L–09–156 for Models 206L, 206L–1, 206L–3, and 206L–4; No. 222–09–107 for Models 222 and 222B; No. 222U–09–78 for Model 222U; No. 230–09–39 for Model 230; No. 407–09–88 for Model 407; No. 427–09–25 for Model 427; and No. 430–09–42 for Model 430, all dated April 7, 2009, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l’Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437–2862 or (800) 363–8023, fax (450) 433–0272, or at <http://www.bellcustomer.com/files/>. You may review the referenced 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 AD No. CF–2009–32, dated July 24, 2009, which may be reviewed in the AD docket on the Internet at <http://www.regulations.gov>.

#### (h) Subject

Joint Aircraft System/Component (JASC) Code: 6700 Rotorcraft Flight Controls and 6710 Main Rotor Control.

Issued in Fort Worth, Texas, on August 27, 2013.

**Kim Smith,**

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

[FR Doc. 2013–21716 Filed 9–11–13; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2013–0535; Directorate Identifier 2013–CE–018–AD; Amendment 39–17489; AD 2013–13–01]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Piper Aircraft, Inc. Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting an airworthiness directive (AD) that published in the **Federal Register**. AD 2013–13–01 applies to certain Piper Aircraft, Inc. Models PA–46–310P, PA–46–350P, PA–46R–350T, and PA–46–500TP airplanes. There is an incorrect reference to a paragraph designation, four instances of an incorrect reference to the paragraph in the service bulletin that references an airworthiness limitation, and an incomplete email address for the person to contact in the Related Information section. This document corrects those errors. In all other respects, the original document remains the same.

**DATES:** This final rule is effective September 12, 2013. The effective date for AD 2013–13–01 (78 FR 41277, July 10, 2013) remains July 10, 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:** Gary Wechsler, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474–5575; fax: (404) 474–5606; email: [gary.wechsler@faa.gov](mailto:gary.wechsler@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

Airworthiness Directive 2013–13–01, Amendment 39–17489 (78 FR 41277, July 10, 2013), currently requires inspecting the fuel vent valves to identify if the nitrile parts are installed and modifying and eventually replacing the fuel vent valves if the nitrile parts are installed for certain Piper Aircraft, Inc. Models PA–46–310P, PA–46–350P, PA–46R–350T, and PA–46–500TP airplanes.

As published, there is an incomplete email address in the For Further Information Contact section of the preamble. There is an incorrect reference to a paragraph designation, four instances of an incorrect reference to the paragraph in the service bulletin that references an airworthiness limitation, and an incomplete email address for the person to contact in the regulatory information.

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**.

The effective date of this AD remains July 10, 2013.

**Correction of Non-Regulatory Text**

In the **Federal Register** of July 10, 2013, AD 2013–13–01; Amendment 39–17489 is corrected as follows:

On page 41278, in the first column, on line 6 under **FOR FURTHER INFORMATION CONTACT**., change the email address from “gary.wechsler@faa” to “gary.wechsler@faa.gov.”

**Correction of Regulatory Text**

**§ 39.13 [Corrected]**

In the **Federal Register** of July 10, 2013, on page 41279, in the third column, the last sentence of paragraph (g)(3) of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . A copy of the limitations from paragraph 4 of Part II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1258, dated June 15, 2013, must be inserted in the pilot’s operating handbook.

\* \* \* \* \*

In the **Federal Register** of July 10, 2013, on page 41280, in the first column, the text in line 7 of subparagraph (h)(1) of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . paragraph (g)(4) of this AD, replace the nitrile . . . .

\* \* \* \* \*

In the **Federal Register** of July 10, 2013, on page 41280, in the first column, the last sentence of subparagraph (h)(1) of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . This would include removing the limitations requirement in paragraph 4 of Part II of the service bulletin.

\* \* \* \* \*

In the **Federal Register** of July 10, 2013, on page 41280, in the first column, the last sentence of subparagraph (h)(2) of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . This would include removing the limitations requirement in paragraph 4 of Part II of the service bulletin.

\* \* \* \* \*

In the **Federal Register** of July 10, 2013, on page 41280, in the first column, the text in line 10 of paragraph

(i) of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . the limitations from paragraph 4 of . . . .

\* \* \* \* \*

In the **Federal Register** of July 10, 2013, on page 41280, in the second column, the email address in line 6 of paragraph (k), heading Related Information, of AD 2013–13–01 is corrected to read as follows:

\* \* \* \* \*

. . . gary.wechsler@faa.gov.

\* \* \* \* \*

Issued in Kansas City, Missouri, on September 3, 2013.

**Earl Lawrence,**

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

[FR Doc. 2013–22184 Filed 9–11–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

**[Docket No. USCG–2013–0755]**

**RIN 1625–AA00**

**Safety Zone, North Atlantic Ocean; Virginia Beach, VA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a safety zone on the navigable waters of the North Atlantic Ocean in Virginia Beach, VA to support the Virginia Symphony Orchestra fireworks display. This action is intended to restrict vessel traffic movement in the designated area in order to protect the life and property of the maritime public and spectators from the hazards associated with fireworks displays.

**DATES:** This rule will be effective from 9:20 p.m. to 10:10 p.m. on September 12, 2013.

**ADDRESSES:** Documents mentioned in this preamble are part of docket [USCG–2013–0755]. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the

Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email LCDR Hector Cintron, Waterways Management Division Chief, Sector Hampton Roads, Coast Guard; telephone (757) 668–5581, email [Hector.L.Cintron@uscg.mil](mailto:Hector.L.Cintron@uscg.mil). If you have questions on viewing or submitting material to the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone (202) 366–9826.

**SUPPLEMENTARY INFORMATION:**

**Table of Acronyms**

DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of Proposed Rulemaking

**A. Regulatory History and Information**

The Coast Guard is issuing this temporary final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because the Coast Guard received the application for a marine event well short of the 135 day window required for a new marine event application. As such, it is impracticable to provide a full comment period due to lack of time. Any delay encountered in this regulation’s effective date to provide for a comment period would be contrary to the public interest as immediate action is needed to ensure the safety of the event participants, patrol vessels, spectator craft and other vessels transiting the event area. The Coast Guard will provide advance notifications to users of the affected waterways of the safety zone via marine information broadcasts and/or local notice to mariners.

**B. Basis and Purpose**

The legal basis for this rule is 33 U.S.C. 1231; 46 U.S.C. Chapter 701, 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.