

architecture and a full digital flight control system which provides comprehensive flight envelope protections.

#### Discussion

The applicable airworthiness regulation in this instance is 14 CFR § 25.143. The purpose of § 25.143 is to verify that any operational maneuvers conducted within the operational envelope can be accomplished smoothly with average piloting skill and without exceeding any structural limits. The pilot should be able to predict the airplane response to any control input. During the course of the flight test program, the pilot determines compliance with § 25.143 through primarily qualitative methods. During flight test, the pilot should evaluate all of the following:

- The interface between each protection function,
- Transitions from one mode to another,
- The aircraft response to intentional dynamic maneuvering, whenever applicable, through dedicated maneuvers,
- General controllability assessment,
- High speed characteristics, and
- High angle-of-attack.

Section § 25.143, however, does not adequately ensure that the novel or unusual features of the Model EMB-550 airplane will have a level of safety equivalent to that of existing standards. This special condition is therefore required to accommodate the the flight-envelope-limiting systems in the Model EMB-550 airplane. The additional safety standards in this special condition will ensure a level of safety equivalent to that of existing standards.

#### Discussion of Comments

Notice of proposed special conditions number 25-19-SC for the Embraer S.A. Model EMB-550 airplanes was published in the **Federal Register** on January 24, 2013 (78 FR 5148). No comments were received, and the special conditions are adopted as proposed.

#### Applicability

As discussed above, these special conditions are applicable to the Model EMB-550 airplane. Should Embraer S.A. 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 one model

of 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 Embraer S.A. Model EMB-550 airplanes.

1. *General Limiting Requirements:*
  - a. Onset characteristics of each envelope protection feature must be smooth, appropriate to the phase of flight and type of maneuver, and not in conflict with the ability of the pilot to satisfactorily change airplane flight path, speed, or attitude as needed.
  - b. Limit values of protected flight parameters (and if applicable, associated warning thresholds) must be compatible with the following:
    - i. Airplane structural limits,
    - ii. Required safe and controllable maneuvering of the airplane, and
    - iii. Margins to critical conditions. Unsafe flight characteristics/conditions must not result if dynamic maneuvering, airframe and system tolerances (both manufacturing and in-service), and non-steady atmospheric conditions, in any appropriate combination and phase of flight, can produce a limited flight parameter beyond the nominal design limit value.
  - c. The airplane must be responsive to intentional dynamic maneuvering to within a suitable range of the parameter limit. Dynamic characteristics such as damping and overshoot must also be appropriate for the flight maneuver and limit parameter in question.
  - d. When simultaneous envelope limiting is engaged, adverse coupling or adverse priority must not result.

2. *Failure States:* Electronic flight control system failures (including sensor) must not result in a condition where a parameter is limited to such a reduced value that safe and controllable maneuvering is no longer available. The crew must be alerted by suitable means if any change in envelope limiting or maneuverability is produced by single or multiple failures of the electronic flight control system not shown to be extremely improbable.

Issued in Renton, Washington, on May 21, 2013.

**Jeff Duven,**

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

[FR Doc. 2013-12536 Filed 5-24-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2012-0821; Airspace Docket No. 12-ASW-8]

#### Establishment of Class E Airspace; Beeville-Chase Field, TX

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

**ACTION:** Final rule, correction.

**SUMMARY:** This action makes a correction to the title and airspace description of a final rule published in the **Federal Register** of March 28, 2013. The title and airspace designation are corrected to read Beeville-Chase Field, TX.

**DATES:** Effective date: 0901 UTC, June 27, 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:** Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 321-7716.

#### SUPPLEMENTARY INFORMATION:

#### History

**Federal Register** document FAA 2012-0821, Airspace Docket No. 12-ASW-8, establishes Class E Airspace at Chase Field Industrial Airport, Beeville, TX (78 FR 18801, March 28, 2013). Subsequent to publication, the FAA found that existing controlled airspace already is charted for another airport at Beeville, TX, with the same descriptor. Since there can only be one Beeville, TX, the title and airspace designation for Chase Field Industrial Airport is changed from Beeville, TX, to Beeville-Chase Field, TX. This correction is related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. 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 designation listed in this document will be published subsequently in the Order.

#### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, on page 18801, column 2, line 14, the title as published in the **Federal Register** of March 28, 2013 (78 FR 18801) FR Doc. 2013-06913, is corrected to read “. . . Beeville-Chase Field, TX”; and on page 18802, column 1, line 31, the legal description is changed as follows:

\* \* \* \* \*

#### ASW TX E5 Beeville-Chase Field, TX [Corrected]

Chase Field Industrial Airport, TX  
(Lat. 28°21'36" N., long. 97°39'36" W.)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Chase Field Industrial Airport.

Issued in Fort Worth, Texas, on May 15, 2013.

**David P. Medina,**

*Manager Operations Support Group, ATO  
Central Service Center.*

[FR Doc. 2013-12482 Filed 5-24-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG-2013-0370]

#### Drawbridge Operation Regulation; Cumberland River, Nashville, TN

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Louisville and Nashville Railroad Drawbridge across the Cumberland River, mile 190.4, at Nashville, Tennessee. The deviation is necessary to allow the bridge owner time to perform preventive maintenance that is essential to the continued safe operation of the drawbridge. This deviation allows the bridge to remain in the closed-to-navigation position while a worn gear and shaft assembly are replaced.

**DATES:** This deviation is effective from 8 a.m., May 28, 2013 to 6 p.m., May 29, 2013.

**ADDRESSES:** The docket for this deviation, [USCG-2013-0370] is

available at <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 deviation. 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 temporary deviation, call or email Eric A. Washburn, Bridge Administrator, Western Rivers, Coast Guard; telephone 314-269-2378, email [Eric.Washburn@uscg.mil](mailto:Eric.Washburn@uscg.mil). If you have questions on viewing the docket, call Barbara Hairston, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:** The CSX Transportation, Inc. requested a temporary deviation for the Louisville and Nashville Railroad Drawbridge, across the Cumberland River, mile 190.4, at Nashville, Tennessee to remain in the closed-to-navigation position while a worn gear and shaft assembly are replaced. The closure period will start at 8 a.m., May 28, 2013 to 6 p.m., May 29, 2013.

Once the worn gear and shaft assembly are removed, the swing span will not be able to open, even for emergencies, until the replacement of the gear and shaft assembly is installed.

The Louisville and Nashville Railroad Drawbridge currently operates in accordance with 33 CFR 117.5, which states the general requirement that drawbridges shall open promptly and fully for the passage of vessels when a request to open is given in accordance with the subpart. In order to facilitate the needed bridge work, the drawbridge must be kept in the closed-to-navigation position.

There are no alternate routes for vessels transiting this section of the Cumberland River.

The Louisville and Nashville Railroad Drawbridge, in the closed-to-navigation position, provides a vertical clearance of 47 feet above normal pool. Navigation on the waterway consists primarily of commercial tows and recreational watercraft. This temporary deviation has been coordinated with the waterway users. No objections were received.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated period of this temporary deviation. This deviation

from the operating regulations is authorized under 33 CFR 117.35.

Dated: May 8, 2013.

**Eric A. Washburn,**

*Bridge Administrator, Western Rivers.*

[FR Doc. 2013-12542 Filed 5-24-13; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket No. USCG-2013-0377]

**RIN 1625-AA00**

#### Safety Zone; USO Patriotic Festival Air Show, Atlantic Ocean; Virginia Beach, VA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone on the navigable waters of the Atlantic Ocean in Virginia Beach, VA. This action is necessary to provide for the safety of life on navigable waters during the USO Patriotic Festival Air Show. This action is intended to restrict vessel traffic movement in the restricted area in order to protect mariners from the hazards associated with air show events.

**DATES:** This rule is effective from May 31, 2013, at 12 p.m. until June 2, 2013, at 3 p.m. This rule is enforced from 12 p.m. to 3 p.m. daily between May 31, 2013, and June 2, 2013.

**ADDRESSES:** Documents mentioned in this preamble are part of docket [USCG-2013-0377]. 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