

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 407 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report of a disbonded area in a tail rotor (T/R) blade due to missing adhesive between the upper skin and core. The FAA is issuing this AD to detect skin to core voids that exceed allowable limits in affected T/R blades. The unsafe condition, if not addressed, could result in severe vibration, failure of the T/R blade, and subsequent loss of T/R control.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada Emergency AD CF-2023-63, dated August 17, 2023 (Transport Canada AD CF-2023-63).

(h) Exceptions to Transport Canada AD CF-2023-63

(1) Where Transport Canada AD CF-2023-63 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF-2023-63 requires compliance in terms of hours air time, this AD requires compliance using hours time-in-service.

(3) Where paragraph A.2. of Transport Canada AD CF-2023-63 requires inspecting an affected T/R blade and the service information referenced in paragraph A.2. of Transport Canada AD CF-2023-63 specifies inspecting an affected T/R blade, this AD requires using a steel tap hammer and tap inspecting each affected T/R blade.

(4) Where the service information referenced in Transport Canada AD CF-2023-63 specifies returning parts to the manufacturer, this AD does not include that requirement.

(i) No Reporting Requirement

Although the service information referenced in Transport Canada AD CF-2023-63 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permits

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the tap inspection can be performed, provided no passengers are onboard.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 39.19. In accordance

with 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (l) of this AD or email to: 9-AVS-AIR-730-AMOC@faa.gov. If mailing information, also submit information by email.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Additional Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone (404) 474-5548; email william.mccully@faa.gov.

(m) 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.

(i) Transport Canada Emergency AD CF-2023-63, dated August 17, 2023.

(ii) [Reserved]

(3) For Transport Canada Emergency AD CF-2023-63, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, CANADA; phone 888-663-3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; internet tc.canada.ca/en/aviation. You may find the Transport Canada material on the Transport Canada website at tc.canada.ca/en/aviation.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 NARA, email: fr.inspection@nara.gov, or go to: www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on August 25, 2023.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023-19324 Filed 9-1-23; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2022-0216; Airspace Docket No. 19-AAL-63]

RIN 2120-AA66

Amendment of United States Area Navigation (RNAV) Route T-230; St. Paul Island, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on July 17, 2023, that amends United States Area Navigation (RNAV) route T-230 in the vicinity of St. Paul Island, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. The final rule identified the GARRS, AK, route point as a waypoint (WP), in error. This action makes an editorial correction to the reference of the GARRS, AK, WP to change it to be reflected as a Fix and match the FAA's National Airspace System Resource (NASR) database information.

DATES: Effective date 0901 UTC, October 5, 2023. 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 JO 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a final rule in the **Federal Register** (88 FR 45329; July 17, 2023), amending T-230 in support of a large and comprehensive T-route modernization project for the state of Alaska. Subsequent to publication of the final rule, the FAA determined that the GARRS, AK, route point was inadvertently identified as a WP, in

error. This rule corrects that error by changing the reference of the GARRS, AK, WP to the GARRS, AK, Fix. This is an editorial change only to match the FAA's NASR database information and does not alter the alignment of the affected T-230 route.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, reference to the GARRS, AK, WP that is reflected in Docket No. FAA-2022-0216, as published in the **Federal Register** of

July 17, 2023 (88 FR 45329), FR Doc. 2023-15011, is corrected as follows:

■ 1. In FR Doc. 2023-15011, appearing on page 45330 correct the table for T-230 St. Paul Island, AK (SPY) to King Salmon, AK (AKN) to read:

T-230 St. Paul Island, AK (SPY) to King Salmon, AK (AKN) [Amended]

St. Paul Island, AK (SPY)	NDB/DME	(Lat. 57°09'25.20" N, long. 170°13'58.77" W)
GARRS, AK	Fix	(Lat. 58°19'05.80" N, long. 161°20'31.74" W)
Salmon, AK (AKN)	VORTAC	(Lat. 58°43'28.97" N, long. 156°45'08.45" W)

* * * * *

Issued in Washington, DC, on August 30, 2023.

Karen Chiodini,

Acting Manager, Airspace Rules and Regulations.

[FR Doc. 2023-19095 Filed 9-5-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 922

[Docket No. 230829-0205]

RIN 0648-BM58

Florida Keys National Marine Sanctuary: Establishment of Temporary Special Use Area for Coral Nursery

AGENCY: Office of National Marine Sanctuaries (ONMS), National Ocean Service (NOS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce (DOC).

ACTION: Final temporary rule; emergency action.

SUMMARY: The National Oceanic and Atmospheric Administration (NOAA) is issuing a final temporary rule establishing a special use area which will prohibit all entry except for restoration activities under a valid Office of National Marine Sanctuaries (ONMS) permit, continuous transit without interruption, and for law enforcement purposes into a 0.07 square mile area approximately five miles southeast of the community of Tavernier, on the island of Key Largo, within Federal waters of the Florida Keys National Marine Sanctuary (FKNMS) from September 6, 2023 to November 6, 2023. This temporary rule is necessary to prevent or minimize destruction of, loss of, or injury to sanctuary resources, specifically to facilitate restoration activities to improve or repair living habitats through protecting coral nursery stock at

this site from potential impacts caused by anchor damage and/or fishing gear. This temporary special use area will expire within 60 days unless it is extended an additional 60 days.

DATES: This final temporary rule is effective September 6, 2023 through November 6, 2023.

ADDRESSES: Sarah Fangman, Superintendent, Florida Keys National Marine Sanctuary, 33 East Quay Road, Key West, FL 33040, 305-360-2713 phone, or by email at sarah.fangman@noaa.gov.

Additional background materials can be found on the FKNMS website at <https://floridakeys.noaa.gov>.

FOR FURTHER INFORMATION CONTACT:

Sarah Fangman, Superintendent, Florida Keys National Marine Sanctuary, 33 East Quay Road, Key West, FL 33040, 305-360-2713 phone, or by email at sarah.fangman@noaa.gov.

SUPPLEMENTARY INFORMATION: NOAA is by this final rule creating a temporary special use area for the purpose of coral restoration located approximately five miles southeast of the community of Tavernier, on the island of Key Largo, within Federal waters of FKNMS. Section 15 CFR 922.164(e) of the FKNMS regulations allows the ONMS Director to set aside discrete areas of the Sanctuary as special use areas in order to provide for, among other uses, the restoration of degraded or otherwise injured sanctuary resources (15 CFR 922.164(e)(1)(i)). A special use area shall be no larger than the size the ONMS Director deems reasonably necessary to accomplish the applicable objective. No person may enter a special use area except to conduct restoration activities under a valid ONMS permit, for continuous transit without interruption, or for law enforcement purposes. Activities that are currently allowed in the area, including fishing, will be prohibited.

This temporary special use area is established to limit the potential for physical impact to a coral nursery that are being temporarily relocated to deeper waters to protect the nursery corals from heat stress caused by the

current on-going marine heat wave. Creation of this temporary special use area will limit the potential for physical impact to this sensitive coral nursery stock from anchoring, unintentional fouling of fishing gear, and bottom tending fishing gear including traps. The ONMS Director has determined that the size of 0.07 square miles is no larger than the size reasonably necessary to protect the coral nursery stock from physical damage. NOAA will provide notice of the location of this area through sanctuary radio announcements, press releases, and with assistance from the U.S. Coast Guard and FKNMS staff. NOAA has requested that the U.S. Coast Guard give notification to vessels, via notice to mariners, to remain in continuous transit through this temporary area.

Justification for Emergency Action

This action is taken in accordance with 15 CFR 922.165 of the FKNMS regulations (62 FR 32154, June 12, 1997). Section 922.165 provides that, where necessary to prevent or minimize the destruction of, loss of, or injury to a Sanctuary resource, any and all activities are subject to immediate temporary regulation, including prohibition, for up to 60 days, with one 60-day extension. This final temporary rule is necessitated by the current ongoing marine heat wave that is impacting and likely killing coral reefs in the Florida Keys at an unprecedented rate and scale. South Florida sea temperatures as reported by NOAA are 35°C, which is the warmest on record. These conditions became unsustainable for coral reef ecosystems in July and expert forecasts suggest that extreme ocean temperatures will likely persist until at least October 2023. At most risk are the coral nursery stock because these are located in shallow, nearshore protected environments that heat up much more than offshore locations. There are currently 14 active coral nursery sites throughout the Florida Keys. These nursery sites are strategically located in close proximity to the sites where the nursery coral will