

the FAA amends 14 CFR part 39 as follows:

### **PART 39—AIRWORTHINESS DIRECTIVES**

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

■ 2. The FAA amends § 39.13 by adding the following new AD:

#### **2014–09–12 Alpha Aviation Concept**

**Limited:** Amendment 39–17847; Docket No. FAA–2014–0130; Directorate Identifier 2014–CE–005–AD.

#### **(a) Effective Date**

This airworthiness directive (AD) becomes effective June 13, 2014.

#### **(b) Affected ADs**

None.

#### **(c) Applicability**

This AD applies to Alpha Aviation Concept Limited Model R2160 airplanes, serial numbers 001 through 378, certificated in any category.

#### **(d) Subject**

Air Transport Association of America (ATA) Code 74: Ignition.

#### **(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the metal screen shield over the ignition switch may ground out the ignition terminals. We are issuing this AD to prevent the ignition switch metal screen from grounding out the ignition switch terminals, which could cause the engine to shut down.

#### **(f) Actions and Compliance**

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 50 hours time-in-service after June 13, 2014 (the effective date of this AD) or within the next 3 months after June 13, 2014 (the effective date of this AD), whichever occurs first, inspect the airplane ignition switch for the presence of a metal screen shield. Do the inspection following the Accomplishment Instructions in Alpha Aviation Service Bulletin AA–SB–24–002, Revision 0, dated January 2014.

(2) If a metal screen is found during the inspection required in paragraph (f)(1) of this AD, before further flight, modify or replace the ignition switch following the Accomplishment Instructions in Alpha Aviation Service Bulletin AA–SB–24–002, Revision 0, dated January 2014.

(3) As of June 13, 2014 (the effective date of this AD), do not install an ignition switch with a metal screen shield.

#### **(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4123; fax: (816) 329–4090; email: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

#### **(h) Related Information**

Refer to MCAI Civil Aviation Authority (CAA) AD DCA/R2000/42, dated January 29, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0130-0002>.

#### **(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Alpha Aviation Service Bulletin AA–SB–24–002, Revision 0, dated January 2014.

(ii) Reserved.

(3) For Alpha Aviation Concept Limited service information identified in this AD, contact Alpha Aviation, 59 Hautapu Road, RD 1, Cambridge 3493, New Zealand; telephone: +64 7 827 0528; fax: +64 7 929 2878; Internet: [www.alphaaviation.co.nz](http://www.alphaaviation.co.nz).

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(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, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>

Issued in Kansas City, Missouri, on April 25, 2014.

#### **Earl Lawrence,**

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

[FR Doc. 2014–10058 Filed 5–8–14; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. FAA–2014–0092; Directorate Identifier 2014–CE–002–AD; Amendment 39–17846; AD 2014–09–11]

RIN 2120–AA64

#### **Airworthiness Directives; GROB–WERKE Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain GROB–WERKE Models G115EG and G120A airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the left hand elevator flange. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective June 13, 2014.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of June 13, 2014.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2014–0092; or in person at 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 service information identified in this AD, contact Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany, telephone: + 49 (0) 8268–998–105; fax: + 49 (0) 8268–998–200; email: [productsupport@grob-aircraft.com](mailto:productsupport@grob-aircraft.com); Internet: [grob-aircraft.com](http://grob-aircraft.com). You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

**FOR FURTHER INFORMATION CONTACT:** Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4123; fax: (816)

329-4090; email: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to add an AD that would apply to certain GROB-WERKE Models G115EG and G120A airplanes. That NPRM was published in the **Federal Register** on February 20, 2014 (79 FR 9661). That NPRM proposed to correct an unsafe condition for the specified products and was based on mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country. The MCAI states:

An operator of a G 115E aeroplane reported finding a crack during scheduled maintenance on the left hand (LH) elevator flange, part number (P/N) 115E-3761.06. The design of the right hand (RH) elevator flange, P/N 115E-3762.07, is identical. A similar design is used for the elevator flanges installed on G 120A and G-120A-I aeroplanes, P/N 120A-3561.20(A) and P/N 120A-3562.20(A). Therefore, the reported deficiency may also exist on G 120 aeroplanes.

This condition, if not detected and corrected, could lead to elevator failure, resulting in reduced control of the aeroplane.

To address this potential unsafe condition, GROB Aircraft AG issued Service Bulletins (SB) MSB1078-194 and SB MSB1121-140 to provide instruction for inspection and corrective action.

For the reasons described above, this AD requires repetitive inspections of both elevator flanges on an aeroplane to detect any crack, and, depending on findings, replacement of the affected part.

You may examine the MCAI on the Internet at <http://www.regulations.gov/#/documentDetail;D=FAA-2014-0092-0002>.

##### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79 FR 9661, February 20, 2014) or on the determination of the cost to the public.

##### Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (79 FR 9661, February 20, 2014) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (79 FR 9661, February 20, 2014).

##### Costs of Compliance

We estimate that this AD will affect 6 products of U.S. registry. We also estimate that it will take about 1 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of this AD on U.S. operators to be \$510, or \$85 per product.

In addition, we estimate that any necessary follow-on actions will take about 8 work-hours and require parts costing approximately \$306 for the left hand (LH) elevator flange and \$365 for the right hand (RH) elevator flange. We estimate a cost of \$986 to replace the LH elevator flange per product and \$1,045 to replace the RH elevator flange per product. We have no way of determining the number of products that may need these actions.

##### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

##### Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

##### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2014-0092; 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 the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

##### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

##### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### **PART 39—AIRWORTHINESS DIRECTIVES**

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### **§ 39.13 [Amended]**

- 2. The FAA amends § 39.13 by adding the following new AD:

**2014-09-11 GROB-WERKE:** Amendment 39-17846; Docket No. FAA-2014-0092; Directorate Identifier 2014-CE-002-AD.

##### **(a) Effective Date**

This airworthiness directive (AD) becomes effective June 13, 2014.

##### **(b) Affected ADs**

None.

##### **(c) Applicability**

This AD applies to GROB-WERKE Model G115EG airplanes, all serial numbers, and Model G120A airplanes, serial numbers 85001 through 85007, 85026 through 85056, and 85058, certificated in any category.

##### **(d) Subject**

Air Transport Association of America (ATA) Code 55: Stabilizers.

##### **(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI

describes the unsafe condition as cracks in the left hand elevator flange. We are issuing this AD to detect and correct cracks in the left hand and right hand elevator flanges, which could cause the elevator to fail and could result in reduced control.

#### (f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 30 days after June 13, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 100 hours time-in-service (TIS), inspect the left hand (LH) and the right hand (RH) elevator flanges, part number (P/N) 115E-3761.06 and P/N 115E-3762.07 or P/N 120A-3561.20(A) and P/N 120A-3562.20(A), as applicable, for cracks. Do the inspections following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013, or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable.

(2) If any crack is found during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the affected elevator flange with a serviceable part. Do the replacement following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013, or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable.

(3) As of June 13, 2014 (the effective date of this AD), only install an elevator flange P/N 115E-3761.06, P/N 115E-3762.07, P/N 120A-3561.20(A), or P/N 120A-3562.20(A), if it has been inspected following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013, or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable, and is free of any cracks.

#### (g) Credit for Actions Accomplished in Accordance With Previous Service Information for Model G115EG Airplanes

This paragraph provides credit for the initial inspection required in paragraph (f)(1) of this AD and any replacement required in paragraph (f)(2) based on the result of the initial inspection if already done before June 13, 2014 (the effective date of this AD) following GROB Aircraft Service Bulletin No. MSB1078-194, dated November 26, 2013.

#### (h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: [karl.schletzbaum@faa.gov](mailto:karl.schletzbaum@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product*: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these

actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements*: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

#### (i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2014-0004, dated January 7, 2014; and GROB Aircraft Service Bulletin No. MSB1078-194, dated November 26, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#/documentDetail;D=FAA-2014-0092-0002>.

#### (j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013.

(ii) GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013.

(3) For GROB-WERKE service information identified in this AD, contact Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany, telephone: + 49 (0) 8268-998-105; fax: + 49 (0) 8268-998-200; email: [productsupport@grob-aircraft.com](mailto:productsupport@grob-aircraft.com); Internet: [grob-aircraft.com](http://grob-aircraft.com).

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 25, 2014.

**Earl Lawrence,**

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

[FR Doc. 2014-10060 Filed 5-8-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2014-0214; Airspace Docket No. 14-AGL-10]

#### Amendment of Class D and E Airspace; Grand Forks, ND

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

**ACTION:** Technical amendment; correction.

**SUMMARY:** This action amends a typographical error in the effective date of a final rule technical amendment correction published in the **Federal Register** of February 6, 2014, that amends Class D and E airspace in the Grand Forks, ND, area. The effective date year is corrected from February 6, 2013, to February 6, 2014.

**DATES:** Effective date: 0901 UTC, May 9, 2014.

**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

On February 6, 2014, a final rule technical amendment correction was published in the **Federal Register** amending Class D and Class E airspace in Grand Forks, ND (79 FR 7055, Docket No. FAA-2013-0950). The document became effective upon publication. Subsequent to publication, the FAA found the document showing the effective date as being one year prior to publication; February 6, 2013, instead of February 6, 2014.

Since this is an administrative change and does not affect the boundaries, altitudes, or operating requirements of the airspace, I find that notice and public procedure under 5 U.S.C. 553(b) is impracticable and contrary to the public interest. Also, as immediate corrective action is necessary to show the correct effective date to avoid confusion in the publication of the