

accumulating 6,000 hours TIS on the wing structure or within 100 hours TIS after June 18, 2014 (the effective date of this AD), whichever occurs later, follow Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010. You may take "unless already done" credit for this inspection if inspected in compliance with AD 2008-24-11, Amendment 39-15751 (73 FR 72314; November 28, 2008); or

(ii) For aircraft that have exceeded the safe life limit hours TIS on the wing structure as determined in paragraph (f)(2) of this AD: Within 100 hours TIS after June 18, 2014 (the effective date of this AD), follow Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(5) Before accumulating 8,500 hours TIS since new on the stabilator, within 500 hours TIS after January 2, 2009 (the effective date of AD 2008-24-11, Amendment 39-15751 (73 FR 72314; November 28, 2008)), or within 500 hours TIS from the last inspection done in compliance with AD 2008-24-11, whichever occurs later, do the initial inspection of the stabilator following paragraph 2.2 of Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010, or Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 120, Revision 1, dated June 7, 2006. Repetitively thereafter inspect the stabilator following the limitations in Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010.

(6) If any cracks are found during the inspections required in paragraphs (f)(4) and/or (f)(5) of this AD, before further flight, modify the wing structure following Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(7) For certain Model P 68 airplanes, AD 2009-24-03, Amendment 39-16090 (74 FR 62211, November 27, 2009) requires repetitive inspections of the front and rear wing spars for cracks and modification if cracks are found. The modification terminates the repetitive inspections required in AD 2009-24-03 and may be done regardless if cracks are found. The actions of AD 2009-24-03 are independent of this AD action and remain in effect.

(8) EASA AD No.: 2010-0051, dated March 25, 2010; Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010; Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010; Vulcanair S.p.A. Service Instruction No. 88, dated March 1, 2010; and Vulcanair S.p.A. Service Instruction No. 89, dated March 1, 2010, base the required preventive and corrective actions on allowing flight with known cracks in critical structure. The FAA's Small Airplane Directorate does not allow further flight with known cracks in critical structure without additional substantiating data. Advisory Circular (AC) 23-13A, Chapter 6, dated September 29, 2005, describes what additional data is required to allow flight with known cracks (found on the Internet at <http://rgl.faa.gov/>

*Regulatory and Guidance Library/rgAdvisoryCircular.nsf*).

#### (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: Mike Kiesov, Aerospace Safety Engineer, FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: [mike.kiesov@faa.gov](mailto:mike.kiesov@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 European Aviation Safety Agency (EASA) AD No. 2010-0051, dated March 25, 2010, for related information. You may examine the MCAI in the AD docket on the Internet at: <http://www.regulations.gov/#/documentDetail;D=FAA-2013-0602-0002>. You may also review Vulcanair S.p.A. Service Instruction No. 88, dated March 1, 2010; and Vulcanair S.p.A. Service Instruction No. 89, dated March 1, 2010, for related information, which may be found using the information found in paragraph (i).

#### (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.

(3) The following service information was approved for IBR on June 18, 2014 (the effective date of this AD).

(i) Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(ii) Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010.

(4) The following service information was approved for IBR on January 2, 2009.

(i) Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 120, Revision 1, dated June 7, 2006.

(ii) Reserved.

(5) For service information identified in this AD, contact Vulcanair Airworthiness Office, Via G Pascoli, 7, 80026 Casoria, Italy; phone: +39 081 59 18 135; fax: +39 081 59 18 172; email: [airworthiness@vulcanair.com](mailto:airworthiness@vulcanair.com); Internet: [http://www.vulcanair.com/page-view.php?pagename=Service Bulletins](http://www.vulcanair.com/page-view.php?pagename=Service%20Bulletins).

(6) You may review copies of the 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.

(7) 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 30, 2014.

#### Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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## DEPARTMENT OF DEFENSE

### Office of the Secretary

#### 32 CFR PART 241

[Docket ID: DOD-2014-OS-0052; RIN 0790-AJ27]

#### Pilot Program for the Temporary Exchange of Information Technology Personnel

**AGENCY:** Department of Defense (DoD), Office of the DoD Chief Information Officer (DoD CIO).

**ACTION:** Final rule.

**SUMMARY:** This part assigns responsibilities and provides procedures for implementing a Pilot Program for the Temporary Exchange of Information Technology Personnel, known as the Information Technology Exchange Program pilot. This Pilot is envisioned to promote the interchange of DoD and private sector IT professionals to enhance skills and competencies. Given the changing workforce dynamics in the IT field, DoD needs to take advantage of these types of professional development programs to proactively position itself to keep pace with the changes in technology. The ITEP pilot will serve the public good by enhancing the DoD IT workforce skills to protect and defend our nation. The ITEP Pilot expired September 31, 2013. Congress has extended the expiration date to September 30, 2018, and the reporting requirements through 2018. This final rule makes amendments to the current DoD ITEP regulation to update these dates.

**DATES:** This rule is effective May 14, 2014.

**FOR FURTHER INFORMATION CONTACT:** Gary Evans, 571-372-4493.

**SUPPLEMENTARY INFORMATION:**

**Executive Summary**

**I. Purpose of This Regulatory Action**

a. The ITEP Pilot is envisioned to promote the interchange of DoD and private sector IT professionals to enhance skills and competencies. Given the changing workforce dynamics in the IT field, DoD needs to take advantage of these types of professional development programs to proactively position itself to keep pace with the changes in technology.

b. This regulation implements section 1110 of the National Defense Authorization Act for Fiscal Year 2010 (Pub. L. 111-84), which authorizes DoD to implement a Pilot Program for the Temporary Exchange of Information Technology (IT) Personnel. This statute authorizes the temporary assignment of DoD IT employees to private sector organizations. This statute also gives DoD the authority to accept private sector IT employees assigned under the Pilot.

**II. Summary of the Major Provisions of This Regulatory Action**

This Pilot Program ("Pilot") is authorized by section 1110 of the NDAA for FY2010 (Pub. L. 111-84). Section 1110 authorizes DoD Components to assign exceptional IT employees to a private sector organization for purposes of training, development and sharing of best practices. It also gives DoD Components the authority to accept comparable IT employees on an assignment from the private sector for the training and development purposes and sharing of best practices and insight of government practices.

**III. Costs and Benefits of This Regulatory Action**

The cost of employee's salary and benefits will be paid by the originating employer. It is anticipated that the benefit will outweigh the cost to manage this program and any additional cost would be related to travel or cost to attend training or conferences.

*Regulatory Procedures*

*Executive Order 12866, "Regulatory Planning and Review" and Executive Order 13563, "Improving Regulation and Regulatory Review"*

It has been certified that 32 CFR part 241 does not:

(1) Have an annual effect on the economy of \$100 million or more, or may adversely affect in a material way the economy, a sector of the economy,

productivity, competition, jobs, environment, public health or safety, or State, local or tribal governments or communities;

(2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another Agency;

(3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs, or the rights and obligations of recipients thereof; or

(4) Raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in these Executive Orders.

*Section 202, Public Law 104-4, "Unfunded Mandates Reform Act"*

It has been certified that 32 CFR part 241 does not contain a Federal mandate that may result in expenditure by State, local and tribal governments, in aggregate, or by the private sector, of \$100 million or more in any one year.

*Public Law 96-354, "Regulatory Flexibility Act" (5 U.S.C. 601)*

It has been certified that 32 CFR part 241 is not subject to the Regulatory Flexibility Act (5 U.S.C. 601) because it would not, if promulgated, have a significant economic impact on a substantial number of small entities.

*Public Law 96-511, "Paperwork Reduction Act" (44 U.S.C. Chapter 35)*

It has been certified that 32 CFR part 241 does not impose reporting or recordkeeping requirements under the Paperwork Reduction Act of 1995.

*Executive Order 13132, "Federalism"*

It has been certified that 32 CFR part 241 does not have federalism implications, as set forth in Executive Order 13132. This rule does not have substantial direct effects on:

- (1) The States;
- (2) The relationship between the National Government and the States; or
- (3) The distribution of power and responsibilities among the various levels of Government.

**List of Subjects in 32 CFR Part 241**

Government employees, Information technology.

Accordingly, 32 CFR part 241 is amended as follows:

**PART 241—[AMENDED]**

■ 1. The authority citation for 32 CFR part 241 is amended to read:

**Authority:** Pub. L. 111-84, sec. 1110, as amended.

■ 2. In § 241.6, revise paragraph (b) to read:

**§ 241.6 Length of details.**

(a) \* \* \*

(b) This extension may be granted in 3-month increments not to exceed 1 year. No assignment may commence after September 30, 2018.

■ 3. In § 241.12, revise paragraph (a) to read:

**§ 241.12 Reporting requirements.**

(a) For each of fiscal years 2010 through 2018, the Secretary of Defense shall submit annual reports to the congressional defense committees, not later than 1 month after the end of the fiscal year involved, a report on any activities carried out during such fiscal year, including the following information:

- (1) Respective organizations to and from which an employee is assigned;
- (2) Positions those employees held while they were so assigned;
- (3) Description of the tasks they performed while they were so assigned; and
- (4) Discussion of any actions that might be taken to improve the effectiveness of the Pilot program, including any proposed changes in the law.

\* \* \* \* \*

Dated: May 9, 2014.

**Aaron Siegel,**

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG-2014-0192]

**Special Local Regulation; Annual Marine Events on the Colorado River, between Davis Dam (Bullhead City, AZ) and Headgate Dam (Parker, AZ) Within the San Diego Captain of the Port Zone**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce the 37th Annual Parker, AZ Tube Float marine event and associated waterway restriction special local regulations on June 7, 2014. This event occurs in the navigable waters of the Colorado River in Parker, Arizona, covering six miles from the La Paz County Park to the Headgate Dam. These special local regulations are necessary to provide for