

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 Bombardier Aerospace Model BD-500-1A10 and BD-500-1A11 (C-Series) airplanes.

Limit Engine Torque Loads

In lieu of § 25.361(b) the following special conditions apply:

1. For turbine engine installations, the engine mounts, pylons, and adjacent supporting airframe structure must be designed to withstand 1g level flight loads acting simultaneously with the maximum limit torque loads imposed by each of the following:

(a) Sudden engine deceleration due to a malfunction that could result in a temporary loss of power or thrust, and

(b) The maximum acceleration of the engine.

2. For auxiliary power unit (APU) installations, the power unit mounts and adjacent supporting airframe structure must be designed to withstand 1g level flight loads acting simultaneously with the maximum limit torque loads imposed by each of the following:

(a) Sudden APU deceleration due to malfunction or structural failure; and

(b) The maximum acceleration of the APU.

3. For engine supporting structure, an ultimate loading condition must be considered that combines 1g flight loads with the transient dynamic loads resulting from:

(a) The loss of any fan, compressor, or turbine blade; and separately

(b) Where applicable to a specific engine design, any other engine structural failure that results in higher loads.

4. The ultimate loads developed from the conditions specified in paragraphs 3(a) and 3(b) of these special conditions are to be multiplied by a factor of 1.0 when applied to engine mounts and pylons, and multiplied by a factor of 1.25 when applied to adjacent supporting airframe structure.

5. Any permanent deformation that results from the conditions specified in paragraph 3 must not prevent continued safe flight and landing.

Issued in Renton, Washington, on June 6, 2014.

Jeffrey E. Duven,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014-13923 Filed 6-13-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2013-0986; Airspace Docket No. 13-AGL-25]

Establishment of Class E Airspace; Bois Blanc Island, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, correction.

SUMMARY: This action corrects an error in the legal description of a final rule published in the **Federal Register** of May 22, 2014, that establishes Class E airspace at Bois Blanc Island Airport, Bois Blanc Island, MI. The legal description noted incorrectly the airport's state and geographic coordinates.

DATES: Effective date: 0901 UTC, July 24, 2014.

FOR FURTHER INFORMATION CONTACT: Raul Garza, Jr., Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone: 817-321-7654.

SUPPLEMENTARY INFORMATION:

History

On May 22, 2014, a final rule was published in the **Federal Register** establishing Class E airspace at Bois Blanc Island Airport, Bois Blanc Island, MI (79 FR 29323), Docket No. FAA-2013-0986. Subsequent to publication, the FAA found the document showing the wrong state and geographic location in the legal description. It should read Bois Blanc Island Airport, MI, (lat. 45°45'59" N., long. 084°30'14" W.), instead of Bois Blanc Island Airport, MO, (lat. 38°20'52" N., long. 93°20'43" W.) This action makes the correction.

Final Rule Correction

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of May 22, 2014, (79 FR 29323) FR Doc. 2014-11382, the state and geographic coordinates in the airspace designation regulatory text on page 29324, column 2, line 1, are corrected as follows:

§ 71.1 [Amended]

AGL MI E5 Bois Blanc Island, MI [Corrected]

■ Remove Bois Blanc Island Airport, MO, (lat. 38°20'52" N., long. 93°20'43" W.) and add in its place Bois Blanc

Island Airport, MI, (lat. 45°45'59" N., long. 084°30'14" W.)

Issued in Fort Worth, Texas, on June 6, 2014.

Christopher L. Southerland,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2014-14049 Filed 6-13-14; 8:45 am]

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DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 744 and 758

[Docket No. 140530464-4464-01]

RIN 0694-AG20

Export Administration Regulations (EAR): Addition of Certain Persons to the Unverified List (UVL) and Making a Correction

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) by adding twenty-nine (29) persons to the Unverified List (the "Unverified List" or UVL). The 29 persons are being added to the UVL on the basis that BIS could not verify their *bona fides* because an end-use check could not be completed satisfactorily for reasons outside the U.S. Government's control. In addition, this rule reinserts a requirement for exporters to file an Automated Export System (AES) record for all exports subject to the EAR involving persons listed on the UVL following that provision's inadvertent removal from the EAR.

The UVL contains the names and addresses of foreign persons who are or have been parties to a transaction, as that term is described in the EAR, involving the export, reexport, or transfer (in-country) of items subject to the EAR, and whose *bona fides* BIS has been unable to verify through an end-use check. There is a suspension of license exceptions for exports, reexports, and transfers (in-country) involving a party or parties to the transaction who are listed on the UVL, and a requirement for exporters, reexporters, and transferors to obtain (and keep a record of) a UVL statement from a party or parties to the transaction who are listed on the UVL before proceeding with exports, reexports, and transfers (in-country) involving items subject to the EAR, but where the item does not require a license.