

**(f) Compliance**

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

**(g) Revision of Maintenance or Inspection Program**

Within 30 days after the effective date of this AD: Incorporate tasks for performing a general visual inspection of the wiring and associated electrical wiring interconnection system (EWIS) components into the airplane maintenance or inspection program, as applicable, in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA.

Note 1 to paragraph (g) of this AD: For Model DHC-8-100 series airplanes, the instructions provided in de Havilland Dash 8 Maintenance Task Cards 531X1 and 631X1, "General visual inspection of the wiring and associated electrical wiring interconnection system (EWIS) components," in Section 8, "Electrical Wiring Interconnection System Inspection Program," of the Bombardier (de Havilland) Dash 8 Series 100 Maintenance Review Board Report of the Bombardier (de Havilland) Dash 8 Series 100 Maintenance Program Manual PSM 1-8-7, Revision 25, dated February 20, 2012, provides guidance for revising the maintenance program to include general visual inspections of the wiring and associated EWIS components. This service information is not incorporated by reference in this AD.

Note 2 to paragraph (g) of this AD: For Model DHC-8-200 series airplanes, the instructions provided in de Havilland Dash 8 Maintenance Task Cards 531X1 and 631X1, "General visual inspection of the wiring and associated electrical wiring interconnection system (EWIS) components," in Section 8, "Electrical Wiring Interconnection System Inspection Program," of the Bombardier (de Havilland) Dash 8 Series 200 Maintenance Review Board Report of the Bombardier (de Havilland) Dash 8 Series 200 Maintenance Program Manual PSM 1-82-7, Revision 16, dated February 20, 2012, provides guidance for revising the maintenance program to include general visual inspections of the wiring and associated EWIS components. This service information is not incorporated by reference in this AD.

Note 3 to paragraph (g) of this AD: For Model DHC-8-300 series airplanes, the instructions provided in de Havilland Dash 8 Maintenance Task Cards 531X1 and 631X1, "General visual inspection of the wiring and associated electrical wiring interconnection system (EWIS) components," in Section 8, "Electrical Wiring Interconnection System Inspection Program," of the Bombardier (de Havilland) Dash 8 Series 300 Maintenance Review Board Report of the Bombardier (de Havilland) Dash 8 Series 300 Bombardier Maintenance Program Manual PSM 1-83-7, Revision 25, dated February 20, 2012, provides guidance for revising the maintenance program to include general visual inspections of the wiring and associated EWIS components. This service information is not incorporated by reference in this AD.

**(h) Initial Task Compliance Time**

The initial compliance time for the tasks incorporated into the maintenance or inspection program, as applicable, specified in paragraph (g) of this AD, is at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD.

(1) For airplanes with 45,000 total flight hours or more as of the effective date of this AD: Within 1,000 flight hours after the effective date of this AD.

(2) For airplanes with less than 45,000 total flight hours as of the effective date of this AD: Within 6,000 flight hours after the effective date of this AD, but not to exceed 46,000 total flight hours.

**(i) No Alternative Actions or Intervals**

After accomplishing the revisions required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used, unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York ACO, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. 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. The AMOC approval letter must specifically reference this AD.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, Engine and Propeller Directorate, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

**(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2012-25, dated August 28, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2013-0298.

(2) For service information identified in this AD that is not incorporated by reference, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email [thd.qseries@aero.bombardier.com](mailto:thd.qseries@aero.bombardier.com); Internet

<http://www.bombardier.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425 227-1221.

**(l) Material Incorporated by Reference**

None

Issued in Renton, Washington, on July 12, 2013.

**Jeffrey E. Duven,**

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014-21770 Filed 9-12-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

**[Docket No. FAA-2014-0216; Directorate Identifier 2013-SW-045-AD; Amendment 39-17964; AD 2014-07-04R1]**

**RIN 2120-AA64**

**Airworthiness Directives; Sikorsky Aircraft Corporation (Sikorsky) Helicopters**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is revising airworthiness directive (AD) 2014-07-04 that published in the **Federal Register** to correct certain errors. AD 2014-07-04 applied to certain Sikorsky Model S-92A helicopters. The range of serial numbers in the Applicability section and a reference to the service information in the Required Actions section of the regulatory text are incorrect. This document corrects those errors. In all other respects, the original document remains the same.

**DATES:** This final rule is effective September 30, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of May 1, 2014 (79 FR 21385, April 16, 2014).

We must receive comments on this AD by November 14, 2014.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov>; 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 this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800-647-5527) is

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 FURTHER INFORMATION CONTACT:**

Caspar Wang, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7799; email [caspar.wang@faa.gov](mailto:caspar.wang@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

**Discussion**

AD 2014-07-04, Amendment 39-17818 (79 FR 21385, April 16, 2014), applied to certain Sikorsky Model S-92A helicopters and required, in part, repetitively inspecting each clamp for correct installation. Due to typographical errors when the AD was published, an incorrect serial number and an incorrect reference to the service information appeared in the text of the rule.

Specifically, AD 2014-07-04 included the following under paragraph (a) in the Applicability section: "This AD applies to Model S-92A helicopters, serial numbers 92006 through 920084, certificated in any category." As published, the reference to serial number "92006" is incorrect and should be serial number "920006."

AD 2014-07-04 also included the following under paragraph (e)(2) in the Required Actions section: "(2) Within 5 hours TIS, inspect each clamp for correct installation as shown in Figures 1 through 14 of Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-20-001, dated October 27, 2005 (ASB). If clamps are incorrectly installed or missing, before further flight, install clamps by following the Accomplishment Instructions, paragraphs 3.A.(4) through 3.A.(17) of the ASB." As published, the reference to "Figures 1 through 14" is incorrect because there are only 13 figures in the service information.

The FAA has determined that it is appropriate to take action to revise AD 2014-07-04 to correct the serial numbers and figure reference. This revision ensures that this AD only applies to those aircraft subject to the unsafe condition and that it is possible for operators to comply with the AD by referencing the correct portions of the service information.

No other part of the preamble or regulatory information has been changed. The final rule is being reprinted in its entirety for the convenience of affected operators.

**Impact of the Correction**

Since this action reduces the number of helicopters to which the AD is applicable and corrects an obvious error in referencing the service information, it has no adverse economic impact and imposes no additional burden on any person. Therefore, we find that notice and opportunity for prior public comment are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

**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 removing Airworthiness Directive (AD) 2014-07-04, Amendment 39-17818 (79

FR 21385, April 16, 2014), and by adding the following new AD:

**2014-07-04R1 Sikorsky Aircraft**

**Corporation:** Amendment 39-17964; Docket No. FAA-2014-0216; Directorate Identifier 2013-SW-045-AD.

**(a) Applicability**

This AD applies to Model S-92A helicopters, serial numbers 920006 through 920084, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an incorrectly installed clamp that does not provide adequate clearance to prevent chafing between the high voltage electrical lines and the hydraulic hoses. This condition could result in a fire in an area of the helicopter without extinguishing capability and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD revises AD 2014-07-04, Amendment 39-17818 (79 FR 21385, April 16, 2014).

**(d) Effective Date**

This AD becomes effective September 30, 2014.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

(1) Within 5 hours time-in-service, inspect the electrical wires and the hydraulic lines in the upper deck of the helicopter for chafing between electrical wires and hydraulic lines. If there is chafing between electrical wires and hydraulic lines, before further flight, replace the unworthy wires or lines with airworthy wires or lines.

(2) Within 5 hours TIS, inspect each clamp for correct installation as shown in Figures 1 through 13 of Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-20-001, dated October 27, 2005 (ASB). If clamps are incorrectly installed or missing, before further flight, install clamps by following the Accomplishment Instructions, paragraph 3.A.(4) through 3.A.(17) of the ASB.

(3) After each maintenance that requires removing clamps, comply with paragraphs (f)(1) and (f)(2) of this AD.

**(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Caspar Wang, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7799; email [caspar.wang@faa.gov](mailto:caspar.wang@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of

the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2910 Main Hydraulic System.

**(i) 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.

(3) The following service information was approved for IBR on May 1, 2014 (79 FR 21385, April 16, 2014).

(i) Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-20-001, dated October 27, 2005.

(ii) Reserved.

(4) For Sikorsky Aircraft Corporation service information identified in this AD, contact Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email [sikorskywcs@sikorsky.com](mailto:sikorskywcs@sikorsky.com).

(5) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(6) 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 Fort Worth, Texas, on August 21, 2014.

**Lance T. Gant,**

*Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2014-21880 Filed 9-12-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2013-0929; Directorate Identifier 2013-CE-031-AD; Amendment 39-17968; AD 2013-22-14 R1]

**RIN 2120-AA64**

**Airworthiness Directives; DG Flugzeugbau GmbH Gliders**

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

**ACTION:** Final rule.

**SUMMARY:** We are revising an airworthiness directive (AD) 2013-22-

14 for any DG Flugzeugbau GmbH Model DG-1000T glider equipped with a Solo Kleinmotoren Model 2350 C engine. 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 engine shaft failure and consequent propeller detachment. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective October 20, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of October 20, 2014.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2013-0929; or in person at the Docket 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 Solo Kleinmotoren GmbH, Postfach 60 01 52, D 71050 Sindelfingen, Germany; telephone: +49 07031-301-0; fax: +49 07031-301-136; email: [aircraft@solo-germany.com](mailto:aircraft@solo-germany.com); Internet: <http://aircraft.solo-online.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:** Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: [jim.rutherford@faa.gov](mailto:jim.rutherford@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 DG Flugzeugbau GmbH Model DG-1000T airplanes. The NPRM was published in the *Federal Register* on June 27, 2014 (79 FR 36440), and proposed to revise AD 2013-22-14, Amendment 39-17646 (78 FR 65869, November 4, 2013) (“AD 2013-22-14”).

Since we issued AD 2013-22-14, the manufacturer of the Solo Kleinmotoren Model 2350 C engine has developed an

engine modification to restore engine operation.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No.: 2013-0217R1, dated May 5, 2014 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

An occurrence of Solo 2350 C engine shaft failure and consequent propeller detachment was reported. The preliminary investigation revealed that the failed shaft was earlier modified in accordance with an approved method.

This condition, if not corrected, could lead to additional cases of release of the propeller from the engine, possibly resulting in damage to the sailplane, or injury to persons on the ground.

To address this potential unsafe condition, EASA issued Emergency AD 2013-0217-E to prohibit operation of the engine.

Since that AD was issued, Solo Kleinmotoren GmbH developed a modification consisting of installing an improved eccentric axle-pulley assembly, allowing to resume operation of the engine.

For the reason described above, this AD is revised to incorporate the optional modification, cancelling the operational restriction.

The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0929-0003>.

**Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (79 FR 36440, June 27, 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 36440, June 27, 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 36440, June 27, 2014).

**Costs of Compliance**

We estimate that this AD will affect 2 products of U.S. registry. We also estimate that it will take about .5 work-hour per product to comply with the retained requirement of placing a copy of AD 2013-22-14 into the Limitations section of the aircraft flight manual,