

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

amendment to FAA Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, the FAA finds good cause, pursuant to 5 U.S.C. 553(d), for making this amendment effective in less than 30 days.

#### Final Rule Correction

Accordingly, pursuant to the authority delegated to me, in the **Federal Register** of February 6, 2014 (79 FR 7055), the date, under the **DATES** heading on page 7056, column 1, lines 9 and 10, is corrected to read:

**DATES:** Effective Date: 0901 UTC, February 6, 2014.

Issued in Fort Worth, Texas, on April 2, 2014.

**Kent M. Wheeler**

*Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2014-09892 Filed 5-8-14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2014-0135; Airspace Docket No. 14-AGL-4]

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

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

**ACTION:** Final rule, technical amendment.

**SUMMARY:** This action amends Class E airspace within the Grand Forks, ND, area by amending the geographic coordinates of the Grand Forks International Airport ILS Localizer. The boundaries and operating requirements of the airspace remain the same.

**DATES:** Effective date: 0901 UTC, June 9, 2014. 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 7400.9 and publication of conforming amendments.

**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:

##### The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by

amending the geographic coordinates of the Grand Forks International Airport ILS Localizer from “(lat. 47°53’43” N., long. 97°10’52” W.)” to “(lat. 47°57’43” N., long. 97°10’52” W.)”, to coincide with the FAA’s Aeronautical database. 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.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends controlled airspace in the Grand Forks, ND area.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

## PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E. O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR Part 71.1 of the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.*

\* \* \* \* \*

#### AGL ND E5 Grand Forks, ND [Amended]

Grand Forks International Airport, ND  
(Lat. 47°56’50” N., long. 97°10’26” W.)  
Grand Forks, Grand Forks AFB, ND  
(Lat. 47°57’41” N., long. 97°24’03” W.)  
Grand Forks International Airport ILS  
Localizer  
(Lat. 47°57’43” N., long. 97°10’52” W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Grand Forks International Airport, and within a 7-mile radius of Grand Forks AFB, and within 3 miles each side of the Grand Forks International Airport ILS Localizer north course extending from the 7-mile radius to 10 miles north of the airport, and that airspace extending upward from 1,200 feet above the surface within a 34-mile radius of Grand Forks AFB, within the state of North Dakota.

Issued in Fort Worth, Texas on April 28, 2014.

**Kent M. Wheeler,**

*Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2014-10597 Filed 5-8-14; 8:45 am]

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## DELAWARE RIVER BASIN COMMISSION

#### 18 CFR Part 410

**Notice of Final Rulemaking; Amendments to the Water Quality Regulations, Water Code and Comprehensive Plan To Revise the Human Health Water Quality Criteria for PCBs in Zones 2 Through 6 of the Delaware Estuary and Bay**

**AGENCY:** Delaware River Basin Commission.

**ACTION:** Final rule.