

9, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767–27A0183, Revision 2, dated September 25, 2014, terminates the inspection requirements of paragraphs (g), (h), (j), and (k) of this AD.

**(n) Credit for Previous Actions**

This paragraph provides credit for the actions specified in paragraphs (g), (h), (i), and (m) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 767–27A0183, Revision 1, dated April 4, 2014, which is not incorporated by reference in this AD.

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

(1) The Manager, Seattle Aircraft Certification Office (ACO), 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 manager of the ACO, send it to the attention of the person identified in paragraph (p)(1) of this AD. Information may be emailed to: [9-ANM-Seattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANM-Seattle-ACO-AMOC-Requests@faa.gov).

(2) 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

**(p) Related Information**

(1) For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM–120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057–3356; phone: 425–917–6577; fax: 425–917–6590; email: [berhane.alazar@faa.gov](mailto:berhane.alazar@faa.gov).

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (q)(5) and (q)(6) of this AD.

**(q) 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 May 27, 2015.

(i) Boeing Service Bulletin 767–27A0183, Revision 2, dated September 25, 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on May 11, 2004, (69 FR 17911, April 6, 2004).

(i) Boeing Alert Service Bulletin 767–27A0183, dated May 9, 2002.

(ii) Reserved.

(5) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet <https://www.myboeingfleet.com>.

(6) You may view this service information at 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.

(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 Renton, Washington, on April 29, 2015.

**Jeffrey E. Duven,**

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

[FR Doc. 2015–11137 Filed 5–11–15; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA–2015–0415; Directorate Identifier 2015–CE–001–AD; Amendment 39–18152; AD 2015–09–06]**

**RIN 2120–AA64**

**Airworthiness Directives; GROB–WERKE Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are superseding Airworthiness Directive (AD) 2014–26–04 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 a defective starter solenoid. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective June 16, 2015.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of June 16, 2015.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of February 9, 2015 (80 FR 155, January 5, 2015).

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2015–0415; 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 Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, D–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. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2015–0415.

**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 26, 2015 (80 FR 10423), and proposed to supersede AD 2014–26–04, Amendment 39–18055 (80 FR 155, January 5, 2015).

The 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 experienced a total loss of electrical power in flight. The investigation found that a defective starter solenoid had caused an internal short circuit which resulted in breakdown of the system voltage.

This condition, if not detected and corrected, could result in reduced control of the aeroplane.

To address this potential unsafe condition, GROB Aircraft AG issued Mandatory Service Bulletin (MSB) MSB1078–196 for G 115 aeroplanes and MSB 1121–144 for G 120 aeroplanes to provide instructions for inspection and corrective action.

Consequently, EASA issued AD 2014–0212 to require a one-time inspection of the starter solenoid and, depending on findings, replacement of the starter. In addition, for G 115E aeroplanes, installation of a placard was required.

More recently, GROB Aircraft AG developed a modification to avoid loss of electrical power in case of electrical shortage in the starter solenoid, which was published in revised GROB MSB1078–196/1 and MSB1121–144/1.

Prompted by this development, EASA issued AD 2015–0010, retaining the requirements of EASA AD 2014–0212, which was superseded, and required installation of a starter relay.

Since that AD was issued, operator comments have indicated the existence of a logistical problem, resulting in the unnecessary grounding of aeroplanes.

For the reason described above, this AD is revised to amend paragraph (3), extending the compliance time for modification.

You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0415-0002>.

### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (80 FR 10423, February 26, 2015) 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 (80 FR 10423, February 26, 2015) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (80 FR 10423, February 26, 2015).

### Relevant Service Information Under 14 CFR Part 51

We reviewed GROB Aircraft Service Bulletin No. MSB1078–196, dated July 14, 2014; GROB Aircraft Service Bulletin No. MSB1078–196/1, dated December 1, 2014; GROB Aircraft Service Bulletin No. MSB1121–144, dated July 14, 2014; and GROB Aircraft Service Bulletin No. MSB1121–144/3, dated February 20, 2015. The service

information describes procedures for inspecting the starter solenoid, replacing damaged starters, and installing a starter relay. This information is reasonably available at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2015–0415, or you may see **ADDRESSES** for other ways to access this service information.

### Costs of Compliance

We estimate that this AD will affect 6 products of U.S. registry. We also estimate that it will take about 4 work-hours per product to comply with the basic starter inspection requirement of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of this inspection on U.S. operators to be \$2,040, or \$340 per product.

In addition, we estimate that any necessary starter replacements will take about 4 work-hours and require parts costing \$600, for a cost of \$940 per product. We have no way of determining the number of products that may need this replacement.

We also estimate that it will take about 20 work-hours per product to comply with the starter relay installation requirement of this AD. The average labor rate is \$85 per work-hour. Required parts would cost about \$1,000 per product.

Based on these figures, we estimate the cost of this proposed installation on U.S. operators to be \$16,200, or \$2,700 per product.

### 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 Docket No. FAA–2015–0415; 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 removing Amendment 39–18055 (80 FR 155, January 5, 2015) and adding the following new AD:

**2015–09–06 GROB-WERKE:** Amendment 39–18152; Docket No. FAA–2015–0415; Directorate Identifier 2015–CE–001–AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 16, 2015.

**(b) Affected ADs**

This AD supersedes AD 2014–26–04, Amendment 39–18055 (80 FR 155, January 5, 2015) (“AD 2014–26–04”).

**(c) Applicability**

This AD applies to GROB–WERKE Model G115EG airplanes, all serial numbers through 82323/E, and Model G120A airplanes, all serial numbers through 85063, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 80: Starting.

**(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 a defective starter solenoid. We are issuing this AD to detect and correct defective starter solenoids, which could cause an internal short circuit and could result in reduced control. We are superseding AD 2014–26–04, Amendment 39–18055 (80 FR 155, January 5, 2015), requiring installation of a starter relay that will prevent loss of electrical power in case of electrical shortage in the starter solenoid.

**(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 February 9, 2015 (the effective date retained from AD 2014–26–04), inspect the starter following Part A of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078–196, dated July 14, 2014; GROB Aircraft Service Bulletin No. MSB1078–196/1, dated December 1, 2014; GROB Aircraft Service Bulletin No. MSB1121–144, dated July 14, 2014; or GROB Aircraft Service Bulletin No. MSB1121–144/3, dated February 20, 2015, as applicable.

(2) If any damage is found on the starter during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the starter with a serviceable part. Do the replacement following Part A of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078–196, dated July 14, 2014; GROB Aircraft Service Bulletin No. MSB1078–196/1, dated December 1, 2014; GROB Aircraft Service Bulletin No. MSB1121–144, dated July 14, 2014; or GROB Aircraft Service Bulletin No. MSB1121–144/3, dated February 20, 2015, as applicable.

(3) Within the next 100 hours time-in-service after June 16, 2015 (the effective date of this AD), install a starter relay following Part B of the Accomplishment Instructions in GROB Aircraft Service Bulletin No. MSB1078–196/1, dated December 1, 2014, or GROB Aircraft Service Bulletin No. MSB1121–144/3, dated February 20, 2015, as applicable.

**(g) Credit for Actions Done in Accordance With Previous Service Information**

Actions done before June 16, 2015 (the effective date of this AD) following the Accomplishment Instructions specified in GROB Aircraft Service Bulletin No. MSB1121–144/1, dated January 12, 2015; or GROB Aircraft Service Bulletin No. MSB1121–144/2, dated February 5, 2015, as applicable, are considered acceptable for compliance with the corresponding actions specified in paragraphs (f)(1) through (f)(2) of this AD.

**(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) 329–4146; 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.

**(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2015–0010R1, dated February 4, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0415-0002>.

**(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.

(3) The following service information was approved for IBR on June 16, 2015.

(i) GROB Aircraft Service Bulletin No. MSB1078–196/1, dated December 1, 2014.

(ii) GROB Aircraft Service Bulletin No. MSB1121–144/3, dated February 20, 2015.

(4) The following service information was approved for IBR on February 9, 2015 (80 FR 155, January 5, 2015).

(i) GROB Aircraft Service Bulletin No. MSB1078–196, dated July 14, 2014.

(ii) GROB Aircraft Service Bulletin No. MSB1121–144, dated July 14, 2014.

(5) For GROB Aircraft AG service information identified in this AD, contact Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, D–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).

(6) 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. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2015–0415.

(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 23, 2015.

**Earl Lawrence,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2015–10071 Filed 5–11–15; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2014–0429; Directorate Identifier 2014–NM–039–AD; Amendment 39–18151; AD 2015–09–05]

RIN 2120–AA64

**Airworthiness Directives; The Boeing Company Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for certain The Boeing Company Model 747–400 and 747–400F series airplanes. This AD was prompted by reports of cracking in the main equipment center (MEC) drip shield and exhaust plenum. This AD requires installing a fiberglass reinforcing overcoat on the MEC drip shield. We are issuing this AD to prevent water penetration into the MEC, which could result in an electrical short and potential loss of several functions essential for safe flight.

**DATES:** This AD is effective June 16, 2015.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of June 16, 2015.

**ADDRESSES:** For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707,