

Authority: 49 U.S.C. 106(g), 40113, 44701.

### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by removing Amendment 39–17594 (78 FR 58872, September 25, 2013), and adding the following new AD:

#### 2018–05–08 GA 8 Airvan (Pty) Ltd:

Amendment 39–19217; Docket No. FAA–2017–1166; Product Identifier 2017–CE–042–AD.

#### (a) Effective Date

This airworthiness directive (AD) becomes effective April 12, 2018.

#### (b) Affected ADs

This AD replaces AD 2013–19–12, Amendment 39–17594 (78 FR 58872, September 25, 2013) (“AD 2013–19–12”).

#### (c) Applicability

This AD applies to the following GA 8 Airvan (Pty) Ltd airplane models and serial numbers (S/Ns) presented in paragraphs (c)(1) and (c)(2) that are certificated in any category:

##### (1) Group 1 Airplanes:

(i) *Model GA8*: S/N GA8–02–012 and S/Ns 128 through 205; and

(ii) *Model GA8–TC320*: S/Ns GA8–TC 320–02–016, GA8–TC 320–03–025, GA8–TC 320–09–120, and S/Ns 129 through 205.

##### (2) Group 2 Airplanes:

(i) *Model GA8*: S/N GA8–02–012 and S/Ns 128 through 246; and

(ii) *Model GA8–TC320*: S/Ns GA8–TC 320–02–016, GA8–TC 320–03–025, GA8–TC 320–09–120, and S/Ns 129 through 246.

**Note 1 to paragraph (c) of this AD:** The last three digits (third tier designation) of the affected airplane model S/Ns are sequential regardless of the model designation (first tier designation) or the year produced (second tier designation).

#### (d) Subject

Air Transport Association of America (ATA) Code 28: Fuel System.

#### (e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the fuel system integral sump tank not meeting FAA regulations. We are issuing this AD to prevent the accumulation of flammable fluids or vapors, which could lead to a flammability issue.

#### (f) Actions and Compliance

Unless already done, do the following actions:

##### (1) For all affected Group 1 airplanes:

Within the next 100 hours time-in-service (TIS) after April 12, 2018 (the effective date of this AD) or within the next 3 months after April 12, 2018 (the effective date of this AD), whichever occurs first, modify the airplane following Part 1 of GippsAero Service Bulletin SB–GA8–2012–96, Issue 6, dated July 21, 2016. If the airplane was previously

affected under AD 2013–19–12 and compliance with that AD has already been done, this AD allows credit for doing this modification following Part 1 of GippsAero Mandatory Service Bulletin SB–GA8–2012–96, Issue 4, dated August 12, 2013.

(2) For affected Group 1 airplanes that are equipped with a cargo pod part number GA8–255004–017 or GA8–255004–019:

Before further flight after the modification required in paragraph (f)(1) of this AD, modify the cargo pod following Part 2 of GippsAero Service Bulletin SB–GA8–2012–96, Issue 6, dated July 21, 2016. If the airplane was previously affected under AD 2013–19–12 and compliance with that AD has already been done, this AD allows credit for doing this modification following Part 2 of GippsAero Mandatory Service Bulletin SB–GA8–2012–96, Issue 4, dated August 12, 2013.

##### (3) For all affected Group 2 airplanes:

Within the next 100 hours TIS after April 12, 2018 (the effective date of this AD) or within 3 months after April 12, 2018 (the effective date of this AD), whichever occurs first, modify the airplane following Part 3 of GippsAero Service Bulletin SB–GA8–2012–96, Issue 6, dated July 21, 2016.

#### (g) Credit for Actions Done Following Previous Service Information

This AD allows credit for airplanes that were previously affected by AD 2013–19–12 and the actions required in paragraphs (f)(1) and (f)(2) of this AD were previously done following Part 1 and Part 2 of GippsAero Mandatory Service Bulletin SB–GA8–2012–96, Issue 4, dated August 12, 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@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) *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, Standards Office, FAA; or the Civil Aviation Safety Authority (CASA).

#### (i) Related Information

Refer to MCAI Civil Aviation Safety Authority (CASA) AD No. AD/GA8/7, Amendment 1, dated November 13, 2017; and GippsAero Mandatory Service Bulletin SB–GA8–2012–96, Issue 4, dated August 12, 2013. You may examine the MCAI on the internet at <https://www.regulations.gov/document?D=FAA-2017-1166-0002>.

#### (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 this AD specifies otherwise.

(i) GippsAero Service Bulletin SB–GA8–2012–96, Issue 6, dated July 21, 2016.

(ii) Reserved.

(3) For GA 8 Airvan (Pty) Ltd service information identified in this AD, contact GA 8 Airvan (Pty) Ltd, c/o GippsAero Pty Ltd, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: +61 03 5172 1200; fax: +61 03 5172 1201; email: [aircraft.techpubs@mahindraaerospace.com](mailto:aircraft.techpubs@mahindraaerospace.com).

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816–329–4148. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA–2017–1166.

(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 February 26, 2018.

**Melvin J. Johnson,**

*Deputy Director, Policy & Innovation Division, Aircraft Certification Service.*

[FR Doc. 2018–04405 Filed 3–7–18; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2017–0822; Airspace Docket No. 17–AEA–10]

#### Revocation of Class E Airspace; Centerville, MD

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

**ACTION:** Final rule.

**SUMMARY:** This action removes Class E airspace extending upward from 700 feet above the surface at Centerville, MD. Because the Maryland State Police Trooper 6 Heliport has moved, controlled airspace is no longer required at this location. Another rulemaking will be forthcoming establishing controlled airspace at the heliport’s new location.

**DATES:** Effective 0901 UTC, May 24, 2018. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-6364.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. 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 supports the removal of Class E airspace at Centerville, MD, due to the closing of the Maryland State Police Trooper 6 Heliport.

**History**

The FAA published a notice of proposed rulemaking (NPRM) in the *Federal Register* (82 FR 45747, October 2, 2017) for Docket No. FAA-2017-0822 proposing to remove Class E airspace extending upward from 700 feet above

the surface at Maryland State Police Trooper 6 Heliport, Centerville, MD, due to the closing of the heliport.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11B dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR part 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 removes Class E airspace extending upward from 700 feet above the surface at Maryland State Police Trooper 6 Heliport, Centerville, MD, due to the closing of the heliport. The heliport has moved to a new location. Therefore, the airspace is no longer necessary at this site.

**Regulatory Notices and Analyses**

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. It, therefore: (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.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**Lists 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 part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 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 71.1 of FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, effective September 15, 2017, is amended as follows:

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

\* \* \* \* \*

**AEA MD E5 Centerville, MD [Removed]**

Issued in College Park, Georgia, on February 28, 2018.

**Ryan W. Almasy,**  
Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2017-0848; Airspace Docket No. 13-ANE-2]

**Amendment of Class E Airspace; Berlin, NH**

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