

compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(e) All persons affected by this directive may obtain copies of the service bulletins referred to herein upon request to Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; or may examine these service bulletins at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) This amendment supersedes AD 96-21-05, Amendment 39-9782.

Issued in Kansas City, Missouri, on January 21, 1997.

Henry A. Armstrong,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 97-2103 Filed 1-28-97; 8:45 am]

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## Federal Aviation Administration

### 14 CFR Part 39

[Docket No. 96-CE-37-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Burkhart Grob, Luft- und Raumfahrt, Model G 103 C Twin III SL Sailplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to the Burkhart Grob, Luft- und Raumfahrt (Grob) Model G 103 C Twin III SL sailplanes. The proposed action would require inspecting the propeller bearing and upper pulley wheel for increased play and, if increased play is found, modifying the propeller bearing and pulley wheel with a part of improved design. The proposed action is prompted by two reports of Model G 103 C Twin III SL sailplanes losing the engine propeller while in flight and one operator finding increased play in the sailplane propeller during an inspection. The actions specified by the proposed AD are intended to prevent the loss of the sailplane engine propeller and possibly causing loss of the sailplane.

**DATES:** Comments must be received on or before April 3, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-37-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location

between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Burkhart Grob Luft und Raumfahrt, D-86874 Mattsies, Germany. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:** Mr. J. Mike Kiesov, Project Officer, Sailplanes, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri, 64106; telephone (816) 426-6934, facsimile (816) 426-2169.

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-37-AD." The postcard will be date stamped and returned to the commenter.

##### **Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-37-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

##### **Events Leading to the Proposed Action**

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, recently notified the FAA that

an unsafe condition may exist on certain Grob Model G 103 C Twin III SL sailplanes, serial numbers (S/N) 35002 through 35051. The LBA reports that two Model G 103 C Twin III SL sailplanes lost the engine propeller while in flight, and one operator found increased play in the sailplane propeller bearing and upper pulley wheel during an inspection. Increased play is defined by measuring the movement at the outer edge of the brake disc. If the movement exceeds or is equal to 0.4 mm, then the outer bearing and upper pulley wheel would need to be replaced. This increased play could start rotating the outer bearing races and damage the grooved nut, subsequently causing the engine propeller to come loose and possibly fall off. This condition, if not detected and corrected, could result in loss of the sailplane.

Grob has issued Service Bulletin (SB) 869-18, dated March 7, 1996, and SB 869-18/2, dated July 8, 1996, that revises page six of SB 869-18, which specifies inspecting the propeller bearing for increased play and modifying the propeller bearing, if increased play is found.

##### **FAA's Determination**

This sailplane model is manufactured in Germany and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

##### **Explanation of the Provisions of the Proposed AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Grob G 103 C Twin III SL sailplanes of the same type design, the proposed AD would require repetitively inspecting the propeller bearing and pulley wheel for increased play, eventually modifying the propeller bearing and upper pulley wheel by installing a part of improved design.

##### **Related Service Information**

Accomplishment of the proposed action would be in accordance with Grob Service Bulletin (SB) 869-18, dated March 7, 1996, and Grob SB 869-18/2, dated July 8, 1996, which is a

revised page 6 of the Grob SB 869-18, dated March 7, 1996.

#### Cost Impact

The FAA estimates that 8 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 hour per sailplane to accomplish the proposed initial inspection and that the average labor rate is approximately \$60 an hour. The estimated cost for the initial inspection would be \$60 per sailplane. Based on this figure, the total cost impact of the proposed AD on U.S. operators is estimated to be \$480.

Grob has informed the FAA that no parts have been distributed to equip any sailplane in the United States. The FAA has no way of determining how many owners/operators may have incorporated the proposed action on their sailplane.

#### Regulatory Impact

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (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) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action has been placed in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (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. Section 39.13 is amended by adding a new AD to read as follows:

Burkhardt Grob: Docket No. 96-CE-37-AD.

*Applicability:* Model G 103 C Twin III SL sailplanes (serial numbers 35002 through 35051, including gliders), certificated in any category.

Note 1: This AD applies to each sailplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any sailplane from the applicability of this AD.

*Compliance:* Required as indicated in the body of this AD, unless already accomplished.

To prevent the loss of the sailplane engine propeller and possibly causing loss of the sailplane, accomplish the following:

(a) Within the next 5 engine operating hours do one of the following:

(1) Modify the propeller bearing and upper pulley wheel by installing parts of improved design in accordance with the "Actions: 2." and the "Installation Instructions" sections of Grob service bulletin (SB) 869-18, dated March 7, 1996, and Grob SB 869-18/2, dated July 8, 1996; or,

(2) Inspect the propeller bearing and upper pulley wheel for increased play (movement that exceeds or is equal to 0.4 mm) in accordance with the "Actions" section of Grob service bulletin (SB) 869-18, dated March 7, 1996.

(i) If increased play is found, prior to further flight, accomplish the modification in paragraph (a)(1) of this AD or,

(ii) If no increased play is found, continue to repetitively inspect for increased play in the propeller bearing and upper pulley wheel every 5 engine operating hours in accordance with the "Actions: 1." section in Grob SB 869-18, dated March 7, 1996, and Grob SB 869-18/2, dated July 8, 1996. If increased play is found during any inspection, then, prior to further flight, accomplish the modifications in paragraph (a)(1) of this AD.

(b) Accomplishing the modification in paragraph (a)(1) of this AD is a terminating action to the repetitive inspection required in paragraph (a)(2)(ii) of this AD.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the sailplane to a location where the requirements of this AD can be accomplished.

(d) An alternative method of compliance or adjustment of the initial and repetitive compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri, 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri, 64106.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) All persons affected by this directive may obtain copies of the document referred to herein upon request to Burkhardt Grob Luftund Raumfahrt, D-86874 Mattsies, Germany; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on January 22, 1997.

Henry A. Armstrong,

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

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### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-CE-60-AD]

RIN 2120-AA64

**Airworthiness Directives; Raytheon Aircraft Company (Formerly Beech Aircraft Corporation) Models 1900, 1900C, and 1900D Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to adopt a new airworthiness directive (AD) that would apply to certain Raytheon Aircraft Company (Raytheon) Models 1900, 1900C, and 1900D airplanes (formerly referred to as Beech Models 1900, 1900C, and 1900D airplanes). The proposed AD would require installing lubrication fittings in the airstair door handle and latch housing mechanisms. The proposed AD results from reports of the airstair door