

**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 airworthiness directive (AD) to read as follows:

**AD 97-24-09 Burkhardt Grob, Luft-Und Raumfahrt:** Amendment 39-10216; Docket No. 96-CE-37-AD.

**Applicability:** Model G 103 C Twin III SL Sailplanes (serial numbers 35002 through 35051), 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD.

The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Note 2:** The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

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

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

(a) Within the next 5 engine operating hours after the effective date of this AD, 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 modification 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. This modification may be accomplished at any time, but must be accomplished if increased play is found.

(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 or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Airplane Certification Service, 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.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The inspections and modifications required by this AD shall be done in accordance with Burkhardt Grob, Luft-und Raumfahrt Service Bulletin 869-18, dated March 7, 1996, and Burkhardt Grob, Luft-und Raumfahrt Service Bulletin 869-18/2, dated July 8, 1996, which is a revised page six of the Burkhardt Grob, Luft-und Raumfahrt Service Bulletin 869-18, dated March 7, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained Burkhardt Grob Luft-und Raumfahrt, D-86874 Mattsies, Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD addresses German AD 96-206, April 4, 1996.

(f) This amendment (39-10216) becomes effective on January 5, 1998.

Issued in Kansas City, Missouri, on November 17, 1997.

**Larry E. Werth,**

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

[FR Doc. 97-30869 Filed 11-25-97; 8:45 am]

**BILLING CODE 4910-13-U**

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

[Docket No. 95-CE-95-AD; Amendment 39-10215; AD 97-24-08]

**RIN 2120-AA64**

**Airworthiness Directives; Burkhardt Grob, Luft-und Raumfahrt, GmbH. Model G102 Astir CS Sailplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to Burkhardt Grob, Luft-und Raumfahrt, GmbH. (Grob) Model G102 Astir CS sailplanes. This action requires replacing the elevator control lever with an improved elevator control lever. The discovery of cracks in the elevator control lever during a routine inspection of a Grob Model G102 Astir CS sailplane prompted this action. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent failure of the elevator control lever, which could result in loss of control of the sailplane.

**DATES:** Effective January 5, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 5, 1998.

**ADDRESSES:** Service information that applies to this AD may be obtained from Grob Luft-und Raumfahrt, GmbH, Postfach 1257, D-87712, Mindelheim, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 95-CE-95-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

**SUPPLEMENTARY INFORMATION:****Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would

apply to certain Burkhart Grob, Luft-und Raumfahrt, GmbH. Model G102 Astir CS sailplanes was published in the **Federal Register** on December 10, 1996 (61 FR 65001). The action proposed to require replacing the elevator control lever, part number (P/N) 102-3542 or an FAA-approved equivalent part number, with an improved elevator control lever, P/N 102-3543 or an FAA-approved equivalent part number.

Accomplishment of this action would be in accordance with Grob Service Bulletin (SB) TM 306-33, dated September 15, 1994, and Grob Installation Instructions No. 306-30/1, dated October 11, 1994. Grob has also issued SB TM 306-34, dated December 4, 1994, which expounds on the weight and balance procedure that is required in Item 4 of the Grob Installation Instructions No. 306-30/1, dated October 11, 1994.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

#### The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The addition of Grob Service Bulletin TM 306-34, dated December 12, 1994, was not included in the proposed action and is added to the final rule for clarification of the weight and balance procedures required in Item 4 of the Grob Installation Instructions 306-30/1, dated October 11, 1994. The FAA has determined that this clarification and any minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### Compliance Time

The FAA has determined that it is more beneficial and less burdensome to the owners/operators to require a replacement of the elevator control lever within the next 20 hours time-in-service, instead of requiring an initial inspection for cracks and if cracks are found, replacing the part prior to further flight, and then if no cracks are found, replacing the part prior to a certain date, as required by the Luftfahrt-Bundesamt (LBA), the airworthiness authority for Germany and the manufacturer. The one time replacement is more time and labor efficient.

After reviewing the compliance times recommended by the manufacturer in the Grob SB 306-33, and by the German AD 94-317/2 Grob, dated April 21, 1995, the FAA has determined that one compliance time for all operators is less burdensome and would not present any undue burden on any of the owner/operators of any U.S. registered sailplanes. Therefore, the compliance time stated in the body of this AD takes precedence over the compliance time recommended by Grob and the LBA.

#### Cost Impact

The FAA estimates that 53 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 hours per sailplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$180 per sailplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$47,700.

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 these actions on their sailplane.

#### Regulatory Impact

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does 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) 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 final evaluation prepared for this action is contained 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, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 airworthiness directive (AD) to read as follows:

**AD 97-24-08 Burkhart Grob Luft-Und Raumfahrt, GMBH:** Amendment 39-10215; Docket No. 95-CE-95-AD.

**Applicability:** Model G102 Astir CS sailplanes (serial numbers 1001 through 1536), 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required within the next 20 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished.

**Note 2:** The compliance time in this AD does not reflect the compliance time given in the Grob service bulletin or the LBA AD 94-317/2 Grob, dated April 21, 1995.

To prevent failure of the elevator control lever, which could result in loss of control of the sailplane, accomplish the following:

(a) Replace the elevator control lever, Burkhart Grob Luft-und Raumfahrt (Grob) part number (P/N) 102-3542 (or FAA-approved equivalent part number), with an elevator control lever of improved design (Grob P/N 102-3543 or FAA-approved equivalent part number) in accordance with the "Procedure" section of the Grob Installation Instructions No. 306-30/1, dated October 11, 1994, which are referenced in the "Actions: 2" section of Grob Service Bulletin (SB) TM 306-33, dated September 15, 1994.

(b) Accomplish the weight and balance procedure required in Item 4 of the "Procedure" section in Grob Installation Instructions No. 306-30/1, dated October 11, 1994, by following the "Procedure" and "Actions" section in Grob SB No. 306-34, dated December 4, 1994.

(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 compliance time that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, Aircraft Certification Service, 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.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(e) The replacement required by this AD shall be done in accordance with the Grob Luft-Und Raumfahrt Installation Instructions No. 306-30/1, dated October 11, 1994, Grob Luft-und Raumfahrt Service Bulletin TM 306-33, dated September 15, 1994, and Grob Luft-und Raumfahrt Service Bulletin Service Bulletin No. 306-34, dated December 4, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Grob Luft-und Raumfahrt, GmbH, Postfach 1257, D-87712, Mindelheim, Germany. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The actions specified in this AD are addressed in German AD 94-317/2 Grob, dated April 21, 1995.

(f) This amendment (39-10215) becomes effective on January 5, 1998.

Issued in Kansas City, Missouri, on November 17, 1997.

**Larry E. Werth,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 95-CE-96-AD; Amendment 39-10217; AD 97-24-10]

RIN 2120-AA64

#### **Airworthiness Directives; Burkhardt Grob Luft-und Raumfahrt, GmbH. Model G 103 Twin Astir Sailplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that

applies to Burkhardt Grob Luft-und Raumfahrt, GmbH. (Grob) Model G 103 Twin Astir sailplanes. This action requires replacing the airbrake over-center lever and installing new inspection holes. The AD is the result of cracked airbrake over-center levers found during routine inspections. The actions specified by this AD are intended to prevent an asymmetrical airbrake deployment, which could result in an uncontrollable roll and possible loss of control of the sailplane.

**DATES:** Effective December 29, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 29, 1997.

**ADDRESSES:** Service information that applies to this AD may be obtained from Grob Luft-und Raumfahrt, GmbH., D-8939, Mattsies-am Flugplatz, Germany. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket 95-CE-96-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mr. J. Mike Kiesov, Project Officer, Sailplanes, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2165.

#### **SUPPLEMENTARY INFORMATION:**

#### **Events Leading to the Issuance of This AD**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Grob Model G 103 Twin Astir sailplanes was published in the **Federal Register** on December 23, 1996 (61 FR 67506). The action proposed to require replacing the airbrake over-center lever (Grob part number (P/N) 103-4123 (left) and P/N 103-4124 (right)) with a new part of improved design, (Grob P/N 103B-4123 (left) and 103B-4124 (right), or FAA-approved equivalent part numbers) and installing new inspection holes.

Accomplishment of the proposed action would be in accordance with Grob Service Bulletin TM 315-47/2, dated January 20, 1993, and Grob Repair Instructions No. 315-45/2, dated October 11, 1991.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the

proposed rule or the FAA's determination of the cost to the public.

After examining all information related to this AD, the FAA has noticed two discrepancies in the NPRM that should be clarified in the final rule.

First, clarification is required regarding Grob Repair Instructions TM 315-45/2. There is a difference between the dimensions called out in Drawing 3 of Grob Repair Instructions TM 315-45/2 and the dimensions called out in the materials list on page one of the Repair Instructions for the composite sheet used for the 2 composite stops. Specifically, refer to the material list on page one of the repair instructions, which calls out 2 stops of 3mm x 30mm x 30mm composite sheet. Drawing 3 calls out the composite sheet material as 3mm x 30mm x 40mm, but should actually call out the composite sheet material as 3 x 30 x 30. The material list on page one is the correct dimension.

Second, there are only 18 Grob Model G 103 sailplanes in the U.S. registry rather than the figure of 60 sailplanes that was originally published in the NPRM. This would lower the cost impact on the U.S. operators, and would not have an adverse impact.

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

After careful review of all available information related to the subject presented above, including the service information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of a note to refer to the materials list for correct dimensions on the composite sheet, the lowering of the number of sailplanes affected, and minor editorial corrections. The FAA has determined that these corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### **Cost Impact**

The FAA estimates that 18 sailplanes in the U.S. registry will be affected by this AD, that it will take approximately 12 workhours per sailplane to accomplish the action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$650 per sailplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$24,660 or \$1,370 per sailplane.

#### **Regulatory Impact**

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the National Government and the States, or on the distribution of power and