

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

[Docket No. 98-CE-31-AD]

RIN 2120-AA64

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Model DG-500M Gliders.**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 all Glaser-Dirks Flugzeugbau GmbH (Glaser-Dirks) Model DG-500M gliders. The proposed AD would require inspecting the center of gravity (C.G.) tow release cable pulley for correct positioning, and replacing the C.G. tow release cable pulley with one made of aluminum either immediately or eventually depending on the results of the inspection. The proposed AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by the proposed AD are intended to prevent the C.G. tow release cable from coming off the pulley because of incorrect positioning, which could result in the pilot being unable to release from tow operations.

DATES: Comments must be received on or before June 1, 1998.**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-31-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 DG Flugzeugbau GmbH, Postfach 4120, D-76625 Bruchsal 4, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Kiesov, Aerospace Engineer, 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:****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. 98-CE-31-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 Regional Counsel, Attention: Rules Docket No. 98-CE-31-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for Germany, notified the FAA that an unsafe condition may exist on all Glaser-Dirks Model DG-500M gliders. The LBA reports an incident where the center of gravity (C.G.) tow release cable pulley on one of the affected gliders moved in the axial direction as the ball bearing in the pulley came loose.

This condition, if not corrected in a timely manner, could result in the C.G. tow release cable coming off the pulley, and the pilot being unable to release from tow operations.

Relevant Service Information

Glaser-Dirks has issued Technical Note No. 843-9, dated November 21, 1997, which specifies procedures for inspecting the C.G. tow release cable

pulley for correct positioning, and replacing the C.G. tow release cable pulley with one made of aluminum, part no. S 30.

The LBA classified this service bulletin as mandatory and issued German AD 1998-023, dated January 15, 1998, in order to assure the continued airworthiness of these gliders in Germany.

The FAA's Determination

This glider model is manufactured in Germany and is type certificated for operation in the United States under the provisions of § 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, including the service information referenced above; 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 Glaser-Dirks Model DG-500M gliders of the same type design registered in the United States, the FAA is proposing AD action. The proposed AD would require inspecting the C.G. tow release cable pulley for correct positioning, and replacing the C.G. tow release cable pulley with one made of aluminum, part no. S 30, either immediately or eventually depending on the results of the inspection. Accomplishment of the proposed installation would be required in accordance with Glaser-Dirks Technical Note No. 843-9, dated November 21, 1997.

Compliance Time of the Proposed AD

Although the C.G. tow release cable coming off the pulley would only be an unsafe condition during flight and would only occur after repeated glider operation, the FAA has no basis to determine the approximate number of hours time-in-service (TIS) when the unsafe condition is likely to occur. For example, the unsafe condition referenced in this proposal could occur on a glider with 10 hours TIS, but not occur until 500 hours TIS on another glider. For this reason, the FAA has determined that a compliance based on calendar time should be utilized in the proposed AD in order to assure that the

unsafe condition is addressed on all gliders in a reasonable time period.

Cost Impact

The FAA estimates that 5 gliders in the U.S. registry would be affected by the proposed AD, that it would take approximately 2 workhours per glider to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$20 per glider. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$700, or \$140 per glider.

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, 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 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 airworthiness directive (AD) to read as follows:

Glaser-Dirks Flugzeugbau GMBH: Docket No. 98-CE-31-AD.

Applicability: Model DG-500M gliders, all serial numbers, certificated in any category.

Note 1: This AD applies to each glider 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 gliders 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 (e) 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 as indicated in the body of this AD, unless already accomplished.

To prevent the center of gravity (C.G.) tow release cable from coming off the pulley because of incorrect positioning, which could result in the pilot being unable to release from tow operations, accomplish the following:

(a) Within the next 30 calendar days after the effective date of this AD, inspect the C.G. tow release cable pulley for correct positioning in accordance with the Instructions section of Glaser-Dirks Technical Note No. 843-9, dated November 21, 1997. If any tow release pulley is found out-of-center during this inspection, prior to further flight, replace the C.G. tow release cable pulley with one made of aluminum, part no. S 30. Accomplish this replacement in accordance with the technical note.

(b) Within the next 6 calendar months after the effective date of this AD, unless already accomplished as required by paragraph (a) of this AD, replace the C.G. tow release cable pulley with one made of aluminum, part no. S 30. Accomplish this replacement in accordance with the Instructions section of Glaser-Dirks Technical Note No. 843-9, dated November 21, 1997.

(c) The replacement required by paragraph (b) of this AD may be accomplished at any time prior to the required time, including in lieu of the inspection required by paragraph (a) of this AD.

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

(e) An alternative method of compliance or adjustment of the compliance times 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.

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.

(f) Questions or technical information related to Glaser-Dirks Technical Note No. 843-9, dated November 21, 1997, should be directed to DG Flugzeugbau GmbH, Postfach 4120, D-76625 Bruchsal 4, Germany; telephone: +49 7257-89-0; facsimile: +49 7257-8922. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Note 3: The subject of this AD is addressed in German AD 1998-023, dated January 15, 1998.

Issued in Kansas City, Missouri, on April 17, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-77-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain Airbus Model A320 series airplanes. This proposal would require repetitive inspections to detect cracking in the pressurized floor pick-up angles on the rear spar of the wing, and replacement of any cracked pick-up angle and its associated diaphragms with improved parts. Such replacement would terminate the repetitive inspections for that angle. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to detect and correct cracking in the pressurized floor pick-up angles at the rear spar of the wing, which could result in reduced structural integrity of the airframe.

DATES: Comments must be received by May 27, 1998.