

Rules and Regulations

Federal Register

Vol. 63, No. 180

Thursday, September 17, 1998

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-12-AD; Amendment 39-10757; AD 98-19-17]

RIN 2120-AA64

Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Model DG-400 Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain Glaser-Dirks Flugzeugbau GmbH (Glaser-Dirks) Model DG-400 gliders. This AD requires inspecting the powerplant mount and the propeller mount for any loose parts. This AD also requires modifying the starter motor, retrofitting the holder for the starter motor, and checking the engine ignition timing; either immediately or at a certain time depending on the results of the inspection. 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 damage to the engine caused by vibration, which could result in loss of engine power during critical phases of flight.

DATES: Effective October 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 30, 1998.

ADDRESSES: Service information that applies to this AD may be obtained from DG Flugzeugbau GmbH, Im Schollengarten 19-20, 7520 Bruchsal 4, Germany; telephone: +49 7257-89-0;

facsimile: +49 7257-8922. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-12-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. Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 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 Glaser-Dirks Model DG-400 gliders was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on June 8, 1998 (63 FR 31375). The NPRM proposed to require inspecting the powerplant mount and the propeller mount for loose parts. The NPRM also proposed to require modifying the starter motor, retrofitting the holder for the starter motor, checking the engine ignition timing, and adjusting the timing if necessary; either immediately or at a certain time depending on the results of the inspection. The engine and propeller mount inspection, modifications, and retrofit specified in the NPRM would be accomplished in accordance with DG Flugzeugbau Technical Note (TN) Nr. 826/22, dated January 10, 1990; DG Flugzeugbau Working Instruction No. 1 for TN Nr. 826/22, not dated; DG Flugzeugbau Working Instruction No. 2 for TN Nr. 826/22, not dated; and DG Flugzeugbau Working Instruction No. 3 for TN Nr. 826/22, not dated.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany.

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 FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Differences Between the Service Information and This AD

The manufacturer's service information specifies procedures for inspecting the powerplant mount for a secure, tight condition prior to every flight. This service information also specifies inserting revised pages into the maintenance manual. This AD requires neither one of these items.

The FAA does not have justification to require an inspection prior to each flight, and will recommend inserting the revised pages into the AFM through a NOTE in the AD.

Cost Impact

The FAA estimates that 35 gliders in the U.S. registry will be affected by this AD, that it will take approximately 4 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$150 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$13,650, or \$390 per glider.

Compliance Time of This AD

The compliance time of this AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected glider ranges throughout the fleet. For example, one owner may operate the glider 25 hours TIS in one week, while another operator may operate the glider 25 hours TIS in one year. In order to assure that all of the owners/operators of the affected glider have inspected the powerplant and propeller mounts for loose parts within a reasonable amount of time, the FAA is utilizing a compliance based on calendar time.

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:

98-19-17 Glaser-Dirks Flugzeugbau GMBH: Amendment 39-10757; Docket No. 98-CE-12-AD.

Applicability: Model DG-400 gliders, serial numbers 4-1 through 4-249, 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 (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 as indicated in the body of this AD, unless already accomplished.

To prevent damage to the engine caused by vibration, which could result in loss of engine power during critical phases of flight, accomplish the following:

(a) Within the next 1 calendar month after the effective date of this AD, inspect the powerplant (engine) mount and propeller mount for any loose parts in accordance with paragraph 1 in the Instructions section of Glaser-Dirks Technical Note (TN) Nr. 826/22, dated January 10, 1990.

(b) Within 3 calendar months after the inspection required in paragraph (a) of this AD or prior to further flight after any part of the powerplant mount or propeller mount is found loose, whichever occurs first, accomplish the following:

(1) Incorporate the modifications, retrofitting, and engine ignition timing procedures, as applicable, in accordance with paragraphs 2 through 4 in the Instructions section of Glaser-Dirks TN Nr. 826/22, dated January 10, 1990.

(2) The engine ignition timing procedures shall be accomplished in accordance with the appropriate Bombardier ROTAX maintenance manual for ROTAX engine type 505, which is referenced in Working Instruction No. 3, Instruction 4 of the Glaser-Dirks TN Nr. 826/22.

(3) After the engine timing is correct, accomplish the actions in paragraph 3 of Working Instruction No. 3, Instruction 4 of the Glaser-Dirks TN Nr. 826/22, dated January 10, 1990. These instructions reference the procedures in Rotax Technical Bulletin No. 505-04, pages 3 through 5, not dated.

Note 2: It is recommended that the manual pages referenced in the Instructions section of Glaser-Dirks TN Nr. 826/22 be inserted into the maintenance manual.

(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 glider 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, 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) Questions or technical information related to DG Flugzeugbau Technical Note Nr. 826/22, dated January 10, 1990, should be directed to DG Flugzeugbau GmbH, P.O. Box

4120, 76625 Bruchsal, 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.

(f) The engine and propeller mount inspection, modifications, and retrofit required by this AD shall be done in accordance with DG Flugzeugbau Technical Note Nr. 826/22, dated January 10, 1990; DG Flugzeugbau Working Instruction No. 1 for Technical Note Nr. 826/22, not dated; and DG Flugzeugbau Working Instruction No. 2 to Technical Note Nr. 826/22, not dated. The engine timing procedures required by this AD shall be done in accordance with DG Flugzeugbau Working Instruction No. 3 to Technical Note Nr. 826/22, not dated, and Rotax Technical Service Bulletin No. 505-04, pages 3 through 5, not dated. 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 DG Flugzeugbau GmbH, P.O. Box 4120, 76625 Bruchsal, 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 is addressed in German AD 90-43 Glaser-Dirks, dated February 26, 1990.

(g) This amendment becomes effective on October 30, 1998.

Issued in Kansas City, Missouri, on September 3, 1998.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-24641 Filed 9-16-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-26-AD; Amendment 39-10764; AD 98-19-23]

RIN 2120-AA64

Airworthiness Directives; Airbus Model A320 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A320 series airplanes, that requires replacement of the existing mounting rack for the Digital Flight Data Recorder (DFDR) with a new rack having improved damping, and installation of a new bracket for re-routing the wiring harness. This amendment is prompted