

**§ 39.13 [Amended]**

2. Section 39.13 is amended by adding the following new airworthiness directive:

Airbus: Docket 96-NM-29-AD.

*Applicability:* Model A320-111, -211, -212, -231, and -232 series airplanes; as listed in Airbus Service Bulletin A320-27-1066, Revision 1, dated February 21, 1995; and on which Airbus Modification 22881 has not been installed; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (c) 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, unless accomplished previously.

To prevent chafing and resultant wear damage to the inboard flap trunnion, which could result in the failure of the trunnion primary load path, could adversely affect the fatigue life of the secondary load path, and could lead to loss of the flap, accomplish the following:

(a) Prior to the accumulation of 500 flight hours after the effective date of this AD, conduct a detailed visual inspection to detect wear marks on each inboard flap trunnion (right-hand and left-hand), in accordance with Airbus Service Bulletin A320-27-1066, dated March 7, 1994, or Revision 1, dated February 21, 1995. Measure and record the depth of all wear marks found on each trunnion, in accordance with the service bulletin.

(1) If no wear marks are found or if the depth of the deepest wear mark is less than or equal to 2.0 mm: Repeat the inspection at intervals not to exceed 5,000 flight hours.

(2) If the depth of the deepest wear mark is greater 2.0 mm but less than or equal to 3.0 mm: Repeat the inspection within the next 1,000 flight hours. Prior to the accumulation of 5,000 flight hours after the initial inspection, modify the trunnion (Modification 22881) in accordance with Airbus Service Bulletin A320-27-1050, Revision 3, dated October 21, 1994. This modification constitutes terminating action for the repetitive inspections of that trunnion required by this AD.

(3) If the depth of the deepest wear mark is greater 3.0 mm, but is less than or equal to 4.0 mm: Prior to the accumulation of 500 flight hours after the initial inspection, modify the trunnion (Modification 22881) in accordance with Airbus Service Bulletin A320-27-1050, Revision 3, dated October 21, 1994. This modification constitutes terminating action for the repetitive inspections of that trunnion that are required by this AD.

(4) If the deepest wear mark exceeds 4.0 mm: Prior to further flight, replace the trunnion in accordance with the Airbus Model A320 Maintenance Manual. This replacement constitutes terminating action for the repetitive inspections of that trunnion that are required by this AD.

(b) Prior to the accumulation of 10,000 total flight hours, modify each inboard flap trunnion, right-hand and left-hand, (Modification 22881) in accordance with Airbus Service Bulletin A320-27-1050, Revision 3, dated October 21, 1994. Accomplishment of this modification on each trunnion constitutes terminating action for the inspections required by this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) 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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on August 23, 1996.

Darrell M. Pederson,

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

[FR Doc. 96-22142 Filed 8-29-96; 8:45 am]

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**14 CFR Part 39**

[Docket No. 95-CE-03-AD]

RIN 2120-AA64

**Airworthiness Directives; Burkhardt Grob, Luft- und Raumfahrt (Grob) Model G 109 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 Burkhardt Grob, Luft- und Raumfahrt (Grob) Model G 109 sailplanes. The proposed action would require installing a damper and new bell crank lever on the rudder, in addition to adjusting the weight and balance of the sailplane, to correct the tendency of flutter at specific excitation frequencies. For those Grob G 109 airplanes that have previously

accomplished this installation, a proposed modification to the damper and bell crank lever, and adjusting the weight and balance would be required. The proposed action is prompted by the discovery of rudder vibration problems during testing of two Model G 109 sailplanes. The actions specified by the proposed AD are intended to prevent the oscillation of the rudder, which could result in structural damage and eventual loss of control of the sailplane.

**DATES:** Comments must be received on or before November 1, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-CE-03-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 Burkhardt 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, 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. 95-CE-03-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. 95-CE-03-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

#### Discussion

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 109 sailplanes. The LBA reports that the rudder has a tendency to vibrate, which if not detected and corrected, will cause structural damage and eventual loss of control of the sailplane.

Burkhart Grob issued Service Bulletin (SB) TM 817-38, dated July 8, 1993, and Installation Instructions 817-38, dated October 25, 1994, which specify installation of a rudder damper and a new bell crank lever in the rudder control system. Subsequently, Burkhart Grob issued SB 817-38/2, dated March 31, 1995, to correct minor tolerance difficulties with the damper installation. This revised SB references two sets of installation instructions. Grob Installation Instructions No. 817-38/1, dated March 31, 1995, applies to Grob G 109 sailplanes that have been modified in accordance with the previous version of the SB and Installation Instructions. Grob Installation Instructions No. 817-38/2, dated March 31, 1995, applies to those Grob G 109 sailplanes that have not been so modified.

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.

Since an unsafe condition has been identified that is likely to exist or develop in other Grob G 109 sailplanes of the same type design, the proposed AD would require installing a rudder damper and a new rudder bell crank lever in the controls and adjusting the weight and balance; or modifying the rudder damper and bell crank lever, in addition to adjusting the weight and balance of the sailplane. Accomplishment of the proposed action would be in accordance with Grob SB 817-38/2, dated March 31, 1995, and either Grob Installation Instructions No. 817-38/1 or Grob Installation Instructions No. 817-38/2, both dated March 31, 1995, whichever is applicable.

The compliance time of the proposed AD is in calendar time instead of hours time-in-service (TIS). The average monthly usage of the affected sailplanes varies throughout the fleet. For example, one owner may operate the sailplane 25 hours TIS in one week, while another operator may operate the sailplane 25 hours TIS in one year. In order to ensure that all of the affected sailplanes have a rudder damper and a new rudder bell crank lever installed within a reasonable amount of time, the FAA is proposing a compliance time of 6 calendar months.

The FAA estimates that 23 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 8 hours per sailplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$1,000 per sailplane. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$34,040. 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 actions on their sailplane.

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:

Burkhart Grob, Luft- und Raumfahrt: Docket No. 95-CE-03-AD.

*Applicability:* Model G 109 sailplanes (serial numbers 6001 through 6159), 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 (e) 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 aircraft from the applicability of this AD.

*Compliance:* Required within the next 6 calendar months after the effective date of this AD, unless already accomplished.

To prevent vibration of the rudder, which could result in structural damage and eventual loss of control of the sailplane, accomplish the following:

(a) For sailplanes that have been modified in accordance with Grob Service Bulletin (SB) TM 817-38, dated July 8, 1993, and

Grob Installation Instructions No. 817-38, dated October 25, 1994, modify the damper unit and the rudder bell crank lever in accordance with Grob SB 817-38/2, dated March 31, 1995, and Grob Installation Instructions No. 817-38/1, dated March 31, 1995.

(b) For sailplanes that have not been modified in accordance with Grob SB TM 817-38, dated July 8, 1993, and Grob Installation Instructions No. 817-38, dated October 25, 1994, install a new damper unit and rudder bell crank lever in accordance with Grob SB 817-38/2, dated March 31, 1995 and Grob Installation Instructions No. 817-38/2 dated March 31, 1995.

(c) For all affected sailplanes, re-calculate the weight and balance data in accordance with the Actions section in Grob SB 817-38/2, dated March 31, 1995.

(d) 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.

(e) 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 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) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Burkhard Grob Luft-und Raumfahrt, D-86874 Mattsies, Germany; or may examine these documents 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 August 23, 1996.

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

[FR Doc. 96-22248 Filed 8-29-96; 8:45 am]

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## 14 CFR Part 39

[Docket No. 95-NM-163-AD]

RIN 2120-AA64

### Airworthiness Directives; de Havilland Model DHC-8-102 and -103 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 de Havilland Model DHC-8-102 and -103 series airplanes. This proposal would require repetitive external inspections to detect cracks in the skin exterior of the fuselage at floor level, and repair, if necessary. This proposal also would require repetitive internal inspections to detect cracks of the subject area, which terminates the repetitive external inspections. This proposal is prompted by a report that one of the tasks in the Maintenance Program Airworthiness Limitations List inadvertently excluded certain airplanes from the instructions for the inspections. The actions specified by the proposed AD are intended to prevent undetected cracking of the frames and skin panels of the fuselage, which could result in reduced structural integrity of the airplane.

**DATES:** Comments must be received by October 8, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-163-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

**FOR FURTHER INFORMATION CONTACT:** Jon Hjelm, Aerospace Engineer, Systems and Equipment Branch, ANE-172, FAA, New York Aircraft Certification Office, Engine and Propeller Directorate, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7523; fax (516) 568-2716.

#### 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 shall 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 summarizing 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 Number 95-NM-163-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, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-163-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

#### Discussion

Transport Canada Aviation, which is the airworthiness authority for Canada, has notified the FAA that an unsafe condition may exist on certain de Havilland Model DHC-8-102 and -103 series airplanes. Transport Canada advises that, in a previous issue of the Maintenance Program Airworthiness Limitations List (ALL), certain modified airplanes were inadvertently excluded from instructions for performing one of the required maintenance tasks.

The ALL contains mandatory damage tolerance inspections of the fuselage [required by section 25.571 ("Damage tolerance and fatigue evaluation of structure") of the Federal Aviation Regulations (14 CFR 25.571), amendment 25-45] that are part of the type certificate of these airplanes. The instructions for these inspections are in the form of inspection "maintenance task cards" and are contained in the Dash 8 Maintenance Program Manual PSM 1-8-7.

Maintenance Task Card 5310/30C contains instructions for performing internal visual inspections to detect cracks of the left- and right-hand fuselage frames at the floor level. It also contains an effectivity listing, which specifies those airplanes on which the inspection is necessary. The effectivity of this task card lists airplanes on which de Havilland Modification 8/0427 has not been installed, but inadvertently