

October 2, 2001, at intervals not to exceed 500 flight hours until the accomplishment of the requirements of paragraph (d) of this AD.

(c) If a detailed inspection for cracks of a spoiler hold-down actuator support was performed and the actuator was adjusted prior to the effective date of this AD, in accordance with Boeing Alert Service Bulletin 717-57A0002, Revision 01, dated February 28, 2001, repeat the detailed inspection in accordance with Boeing Alert Service Bulletin 717-57A0002, Revision 02, dated October 2, 2001, within 500 FH of the last inspection or within 500 FH of the effective date of this AD, whichever occurs later.

#### Terminating Action

(d) Within 15 months after the effective date of this AD: Replace spoiler hold-down actuator supports, idler links, hinge pin, and attaching parts with new parts and adjust the spoiler hold-down actuators, in accordance with Boeing Service Bulletin 717-57-0004, Revision 01, dated October 2, 2001. Replacement of all spoiler hold-down actuators in accordance with Boeing Service Bulletin 717-57-0004, Revision 01, dated October 2, 2001, constitutes terminating action for the requirements of this AD.

(1) Any spoiler hold-down actuator supports, idler links, hinge pin, or attaching parts which have previously been replaced in accordance with paragraph (a)(2) of this AD do not need to be replaced.

(2) Any spoiler hold-down actuator supports, idler links, hinge pins, or attaching parts which were replaced prior to the effective date of this AD in accordance with Boeing Service Bulletin 717-57-0004, original issue, dated May 30, 2001, do not need to be replaced.

#### Alternative Methods of Compliance

(e) 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, Los Angeles Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

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

#### Special Flight Permits

(f) 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.

#### Incorporation by Reference

(g) The actions shall be done in accordance with Boeing Alert Service Bulletin 717-57A0002, Revision 02, dated October 2, 2001; and Boeing Service Bulletin 717-57-0004, Revision 01, dated October 2, 2001; as applicable. 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 Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### Effective Date

(h) This amendment becomes effective on August 16, 2002.

Issued in Renton, Washington, on July 3, 2002.

**Jeffrey E. Duven,**

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

[FR Doc. 02-17299 Filed 7-11-02; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-NM-108-AD; Amendment 39-12802; AD 2002-14-02]

**RIN 2120-AA64**

#### **Airworthiness Directives; Boeing Model 767-300 Series Airplanes Equipped With Rolls Royce RB211-524H Series Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to certain Boeing Model 767-300 series airplanes equipped with Rolls Royce RB211-524H series engines. This action requires re-routing a certain wire bundle containing control wiring for the thrust reverser actuation system. This action is necessary to ensure that control wiring for the thrust reverser actuation system is adequately separated. Inadequately separated wiring could allow a single failure to result in uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane. This action is intended to address the identified unsafe condition.

**DATES:** Effective July 29, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 29, 2002.

Comments for inclusion in the Rules Docket must be received on or before September 10, 2002.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-114, Attention: Rules Docket No. 2002-NM-108-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9 a.m. and 3 p.m., Monday through Friday, except Federal holidays. Comments may be submitted via fax to (425) 227-1232. Comments may also be sent via the Internet using the following address: [9-anm-iarcomment@faa.gov](mailto:9-anm-iarcomment@faa.gov). Comments sent via fax or the Internet must contain "Docket No. 2002-NM-108-AD" in the subject line and need not be submitted in triplicate. Comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### **FOR FURTHER INFORMATION CONTACT:**

**Technical Information:** Dan Kinney, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2666; fax (425) 227-1181.

**Other Information:** Judy Golder, Airworthiness Directive Technical Editor/Writer; telephone (425) 687-4241, fax (425) 227-1232. Questions or comments may also be sent via the Internet using the following address: [judy.golder@faa.gov](mailto:judy.golder@faa.gov). Questions or comments sent via the Internet as attached electronic files must be formatted in Microsoft Word 97 for Windows or ASCII text.

**SUPPLEMENTARY INFORMATION:** During inspections performed in the course of certificating Boeing Model 767-400ER series airplanes, the FAA discovered that control wiring for the thrust reverser actuation system brake was routed under the same clamps as wiring that controls the pressure regulating shut-off valve and the differential pressure valve of the thrust reverser system, as well as wiring of unrelated systems. Due to the criticality of an uncommanded deployment of a thrust reverser in flight, the thrust reverser

actuation system incorporates multiple independent systems to lock the thrust reverser in the "stowed" position. The intent is that, if one locking system fails, the other locking systems will continue to function, keeping the thrust reverser locked in the "stowed" position. However, inadequate separation of control wiring for the thrust reverser actuation system could allow a single failure to damage wiring for more than one locking system, which could result in an uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane.

A subsequent review of wiring designs on other Model 767 series airplanes revealed that a condition similar to that described previously also exists on Model 767-300 series airplanes equipped with Rolls Royce RB211-524H series engines. Therefore, these airplanes are subject to the same unsafe condition.

#### **Explanation of Relevant Service Information**

The FAA has reviewed and approved Boeing Service Bulletin 767-78-0085, dated November 8, 2001. That service bulletin describes procedures for re-routing wire bundle W518, which is located along the leading edge of the right wing from the outboard pressure seal to the wing/strut disconnect. The procedures include performing a functional test to verify proper operation of the thrust reverser actuation system following the re-routing of the wire bundle. Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition.

#### **Explanation of Requirements of the Rule**

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design that may be registered in the United States at some time in the future, this AD is being issued to ensure that control wiring for the thrust reverser actuation system is adequately separated. Inadequately separated wiring could allow a single failure to result in uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane. This AD requires accomplishment of the actions specified in the service bulletin described previously.

#### **Cost Impact**

None of the airplanes affected by this action are on the U.S. Register. All airplanes included in the applicability of this rule currently are operated by

non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject airplanes are imported and placed on the U.S. Register in the future.

Should an affected airplane be imported and placed on the U.S. Register in the future, it would require approximately 10 work hours to accomplish the required actions, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$600 per airplane.

#### **Determination of Rule's Effective Date**

Since this AD action does not affect any airplane that is currently on the U.S. Register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, prior notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

#### **Comments Invited**

Although this action is in the form of a final rule and was not preceded by notice and opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Submit comments using the following format:

- Organize comments issue-by-issue. For example, discuss a request to change the compliance time and a request to change the service bulletin reference as two separate issues.
- For each issue, state what specific change to the AD is being requested.
- Include justification (*e.g.*, reasons or data) for each request.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2002-NM-108-AD." The postcard will be date stamped and returned to the commenter.

#### **Regulatory Impact**

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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 the following new airworthiness directive:

**2002-14-02 Boeing:** Amendment 39-12802. Docket 2002-NM-108-AD.

**Applicability:** Model 767-300 series airplanes, line numbers 001 through 810 inclusive, certificated in any category, and equipped with Rolls Royce RB211-524H series engines.

**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 (b) 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 ensure that control wiring for the thrust reverser actuation system is adequately separated in order to prevent a single failure from resulting in uncommanded deployment of a thrust reverser and consequent reduced controllability of the airplane, accomplish the following:

**Re-Routing of Wire Bundle and Functional Test**

(a) Within 36 months after the effective date of this AD, re-route wire bundle W518 (which is located along the leading edge of the right wing from the outboard pressure seal to the wing/strut disconnect), according to Boeing Service Bulletin 767-78-0085, dated November 8, 2001. Before the next flight after the re-routing, the functional test specified in the procedures in the service bulletin must be successfully completed.

**Alternative Methods of Compliance**

(b) 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, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

**Special Flight Permits**

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

**Incorporation by Reference**

(d) The actions shall be done in accordance with Boeing Service Bulletin 767-78-0085, dated November 8, 2001. 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 Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(e) This amendment becomes effective on July 29, 2002.

Issued in Renton, Washington, on July 2, 2002.

**Jeffrey E. Duven,**

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

[FR Doc. 02-17244 Filed 7-11-02; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. 2002-CE-12-AD; Amendment 39-12818; AD 2002-14-18]**

**RIN 2120-AA64**

**Airworthiness Directives; Glaser-Dirks Flugzeugbau GmbH Models DG-400 and DG-800A Sailplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to all Glaser-Dirks Flugzeugbau GmbH (DG Flugzeugbau) Models DG-400 and DG-800A sailplanes. This AD requires you to inspect the rear plate of the propeller mount for marks and/or cracks and replace if necessary. This AD also requires you to inspect the mounting blocks for cracks and replace if necessary. 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 detect and correct cracks in the propeller mount plate and mounting blocks, which could result in reduced structural integrity of the propeller mounting structure. This could lead to a hazardous flight condition or loss of control of the sailplane.

**DATES:** This AD becomes effective on August 23, 2002.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of August 23, 2002.

**ADDRESSES:** You may get the service information referenced in this AD from DG Flugzeugbau, Postbox 41 20, D-76625 Bruchsal, Federal Republic of Germany; telephone: ++49 7257-890; facsimile: ++49 72578922. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002CE-12AD, 901 Locust, Room 506, 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:**

Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64016; telephone: (816) 329-4144; facsimile: (816) 329-4090.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

*What Events Have Caused This AD?*

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, recently notified FAA that an unsafe condition may exist on all Model DG-400 and DG-800A sailplanes. The LBA reports that cracks have been found on the rear plate of the propeller mount on one DG-400 sailplane. The cracks were found during regular maintenance. Models DG-400 and DG-800A sailplanes are equipped with the same propeller mount structure.

*What Is the Potential Impact if FAA Took No Action?*

This condition, if left undetected and corrected, could result in reduced structural integrity of the propeller mounting structure. This could lead to a hazardous flight condition or loss of control of the sailplane.

*Has FAA Taken Any Action to This Point?*

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all DG Flugzeugbau Models DG-400 and DG-800A sailplanes. This proposal was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on May 20, 2002 (67 FR 35456). The NPRM proposed to require you to inspect the rear plate of the propeller mount for marks and/or cracks and replace if necessary. The NPRM also proposed to require you to inspect the mounting