

sailplanes equipped with a horizontal stabilizer and elevator, and should only be written against sailplanes equipped with the "main L4 fitting of the all flying tailplane" as specified in Glaser-Dirks Technical Note 301/15.

The FAA concurs and has changed the Applicability section of the proposal to include the following: "Model DG-100 sailplanes equipped with the main L4 fitting of the all flying tailplane."

Since sufficient time has elapsed between the time the proposal was issued and coordination of the comment proposed above with the FAA, the manufacturer, and foreign airworthiness authority, the FAA has decided to reopen the comment period to provide additional time for public comment.

The FAA estimates that 16 sailplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 1 workhour per sailplane to accomplish the proposed inspection, and that the average labor rate is approximately \$60 an hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$960. This figure is based on the assumption that no affected owner/operator has accomplished the proposed one-time inspection. The FAA anticipates that several owners/operators have already accomplished this inspection, thus reducing the proposed cost impact upon the public.

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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new AD to read as follows:

**Glaser-Dirks Flugzeugbau GMBH:** Docket No. 92-CE-21-AD.

**Applicability:** Model DG-100 sailplanes (all serial numbers) that are equipped with the main L4 fitting of the all flying tailplane, certificated in any category.

**Compliance:** Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent loss of control of the sailplane caused by failure of the tailplane main fitting, accomplish the following:

(a) Inspect the tailplane main fitting to ensure that the welding covers the entire wall thickness of the fitting in accordance with the instructions in paragraph 3 of the Enclosure to Technical Note (TN) 301/15, which is a supplement to Glaser-Dirks TN 301/15, dated July 7, 1989.

(b) If the welding does not cover the entire wall thickness of the fitting, prior to further flight, modify the tailplane main fitting in accordance with instructions in paragraph 4 of the Enclosure to TN 301/15, which is a supplement to Glaser-Dirks TN 301/15, dated July 7, 1989.

**Note 1:** The service information specifies inspection and possible modification for the Model DG-100 Elan sailplanes, as well as the Model DG-100 sailplanes. Even though the Model DG-100 Elan sailplanes are not certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29), the actions in this AD are recommended for any of these sailplanes certificated otherwise, i.e., experimental category.

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

(d) 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

should 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.

(e) All persons affected by this directive may obtain copies of the documents referred to herein upon request to Glaser-Dirks Flugzeugbau GmbH, Im Schollengarten 19-20, 7520 Buchsal 4, 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 January 10, 1995.

**Barry D. Clements,**

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

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## 14 CFR Part 39

[Docket No. 93-CE-59-AD]

**Airworthiness Directives; Grob Luft Und Raumfahrt Models G102 Astir CS, Club Astir IIb, Twin Astir, Speed Astir, Standard Astir II, and Speed Astir IIb 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 certain Grob Luft Und Raumfahrt (Grob) Models G102 Astir CS, Club Astir IIb, Twin Astir, Speed Astir, Standard Astir II, and Speed Astir IIb sailplanes. The proposed action would require inspecting all elevator and rudder hinges for damage (delamination, cracks, corrosion, or buckling), and repairing any damaged parts. Several occurrences of inner elevator hinges separating during flight prompted the proposed action. The actions specified by the proposed AD are intended to prevent these hinges from separating, which could result in loss of control of the sailplane.

**DATES:** Comments must be received on or before March 27, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-CE-59-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location