

accordance with paragraph (b)(1) of AD 92-16-17.

(b) Within 18 months after November 25, 1992 (the effective date of AD 92-16-17, amendment 39-8327), inspect and modify the escape slide compartment door latching mechanism in accordance with Boeing Alert Service Bulletin 767-25A0174, dated August 15, 1991. Accomplishment of the actions required by this paragraph prior to the effective date of this AD terminates the actions required by paragraph (b)(2) of AD 92-16-17.

(c) Within 2 years after the effective date of this AD, replace the currently installed door opening actuator of the emergency off-wing escape system with a new, improved actuator, in accordance with Boeing Service Bulletin 767-25-0216, dated February 3, 1994. Accomplishment of this replacement terminates the repetitive inspection requirements of paragraph (a) of this AD.

(d) As of 2 years after the effective date of this AD, only door opening actuators of the emergency off-wing escape system having OEA part number 5262100 (Boeing part number S416T208-12) shall be installed on any airplane.

(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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. 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.

(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.

(g) The replacement shall be done in accordance with Boeing Service Bulletin 767-25-0216, dated February 3, 1994. This incorporation by reference is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The inspections and modification shall be done in accordance with OEA Service Bulletin 3092100-25-002, dated July 26, 1991, and Boeing Alert Service Bulletin 767-25A0174, dated August 15, 1991; as applicable. The incorporation by reference of these documents was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of November 25, 1992 (57 FR 47987, October 21, 1992). Copies may be obtained from OEA Aerospace, Inc., P.O. Box KK, Highway 12, Explosive Technology Road, Fairfield, California 94533-0659; and 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.

(h) This amendment becomes effective on May 24, 1995.

Issued in Renton, Washington, on April 10, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 94-CE-30-AD; Amendment 39-9202; AD 95-08-13]

Airworthiness Directives; B. Grob Flugzeugbau Model G109B Gliders

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to B. Grob Flugzeugbau (Grob) Model G109B gliders. This action requires replacing the elevator inner hinges with hinges of improved design. Two occurrences where the elevator inner hinges separated from the elevator prompted the required action. The actions specified by this AD are intended to prevent failure of these hinges because of delamination or corrosion, which, if not detected and corrected, could lead to loss of control of the glider.

DATES: Effective June 2, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 2, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from B. Grob Flugzeugbau, D-8939 Mattsies, Germany. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, 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. Herman Belderok, Project Officer, Gliders, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Grob Model G109B gliders was published in the **Federal Register** on January 10, 1995 (59 FR 2555). The action proposed to require replacing the elevator inner hinges with hinges of improved design. Accomplishment of the proposed action

would be in accordance with Grob Repair Instructions No. 817-25 for Service Bulletin TM 817-25, dated November 9, 1987.

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.

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 or add any additional burden upon the public than was already proposed.

The unsafe condition referenced in this AD is caused by both stress loads and corrosion. Stress loads are a direct result of glider usage. Corrosion can then develop regardless of whether the glider is utilized in flight or is on the ground. With this in mind, the FAA has determined that the compliance time of this AD should be in both calendar time and hours time-in-service (TIS).

The FAA estimates that 30 gliders in the U.S. registry will be affected by this proposed AD, that it will take approximately 8 workhours per glider to accomplish the required action, and that the average labor rate is approximately \$60 an hour. Parts will be provided by the manufacturer at no cost to the operator. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$14,400. This figure is based on the assumption that no affected glider owner/operator has accomplished the proposed replacement of the elevator inner hinges.

Grob has informed the FAA that approximately 20 of the affected gliders already have the required replacement incorporated. With this in mind, the cost impact upon the public of the required action would be reduced from \$14,400 to \$5,280.

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