

entrapped in this area (eventual corrosion). If not detected and corrected, elevator inner hinge failure could lead to loss of control of the glider.

Grob has issued Service Bulletin TM 817-25, dated November 9, 1987, which includes Repair Instructions for replacing the elevator inner hinges with hinges of improved design. The LBA classified this service bulletin as mandatory and issued LBA AD 88-50, dated March 14, 1988, in order to assure the continued airworthiness of these gliders in Germany.

This glider model is manufactured in Germany and is type certificated for operation in the United States under the provisions of § 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 Model G109B gliders of the same type design, the proposed AD would require replacing the elevator inner hinges with hinges of improved design. The proposed action would be accomplished in accordance with Grob Repair Instructions No. 817-25 for Service Bulletin TM 817-25, dated November 9, 1987.

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

The FAA estimates that 30 gliders in the U.S. registry would be affected by the proposed AD, that it would take approximately 8 workhours per glider to accomplish the proposed 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 the proposed 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 proposed replacement incorporated. With this in mind, the cost impact upon the public of the proposed action would be reduced from \$14,400 to \$5,280.

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:

**B. Grob Flugzeugbau:** Docket No. 94-CE-30-AD.

**Applicability:** Model G109B gliders, serial numbers 6200 through 6445, certificated in any category.

**Compliance:** Required within the next 25 hours time-in-service after the effective date of this AD or the next 6 calendar months after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent failure of the elevator inner hinges because of delamination or corrosion, which, if not detected and corrected, could lead to loss of control of the glider, accomplish the following:

(a) Replace the elevator inner hinges (2) with hinges of improved design, part number 109B-3550, in accordance with Grob Repair Instructions No. 817-25 for Service Bulletin TM 817-25, dated November 9, 1987.

**Note:** The service instructions of this AD call for "the execution of the instructions to be certified in the log-book by an authorized inspector class 3." This type of inspector is not applicable in the United States and the person accomplishing the AD is as outlined in part 43 of the Federal Aviation Regulations (14 CFR part 43). This is not a change over normal AD procedures.

(b) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate gliders to a location where the requirements of this AD can be accomplished.

(c) 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 should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

**Note:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Small Airplane Directorate.

(d) All persons affected by this directive may obtain copies of the document referred to herein upon request to B. Grob Flugzeugbau, D-8939 Mattsies, Germany; or may examine this document 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 4, 1995.

**Henry A. Armstrong,**

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

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