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[Rules and Regulations]  
[Page 4051]  
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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2007-28843 Directorate Identifier 2007-CE-065-AD; Amendment 39-15317; AD 2007-26-15]**

**RIN 2120-AA64**

#### **Airworthiness Directives; DG Flugzeugbau GmbH Model DG-500MB Gliders**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

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**SUMMARY:** This document makes a correction to Airworthiness Directive (AD) 2007-26-15, which was published in the Federal Register on January 3, 2008 (73 FR 400), and applies to all DG Flugzeugbau GmbH Model DG-500MB gliders. AD 2007-26-15 requires that you modify the affected parts and exchange pages in the flight, maintenance, and repair manuals. The FAA incorrectly referenced the AD number as "2007-26-25" instead of "2007-26-15." Current language in § 39.13 [Amended] of AD 2007-26-15 references "AD 2007-26-25" instead of "2007-26-15." This document corrects that paragraph by replacing the reference of "2007-26-25" with "2007-26-15."

**DATES:** The effective date of this AD (2007-26-15) remains February 7, 2008.

**FOR FURTHER INFORMATION CONTACT:** Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090.

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

On December 20, 2007, the FAA issued AD 2007-26-15, Amendment 39-15317 (73 FR 400, January 3, 2008), which applies to all DG Flugzeugbau GmbH Model DG-500MB gliders. AD 2007-26-15 requires you to modify the affected parts and exchange pages in the flight, maintenance, and repair manuals. Current language in § 39.13 [Amended] of AD 2007-26-15 references "2007-26-25" instead of "2007-26-15."

## **Need for the Correction**

This correction is needed to specify the correct AD number of AD 2007-26-15.

## **Correction of Publication**

Accordingly, the publication of January 3, 2008 (73 FR 400), of Amendment 39-15317; AD 2007-26-15, which was the subject of FR Doc. E7-25212, is corrected as follows:

On page 400, in the second column, in the third line under the heading 14 CFR Part 39, replace "2007-26-25" with "2007-26-15."

## **§ 39.13 [Corrected]**

On page 401 in the second column, in the third line under the heading § 39.13 [Amended], replace "2007-26-25" with "2007-26-15."

Action is taken herein to correct this reference in AD 2007-26-15 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains February 7, 2008.

Issued in Kansas City, Missouri, on January 11, 2008.

John Colomy,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E8-830 Filed 1-23-08; 8:45 am]

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[Rules and Regulations]  
[Page 400-402]  
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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

[Docket No. FAA-2007-28843 Directorate Identifier 2007-CE-065-AD; Amendment 39-15317;  
AD 2007-26-15]

**RIN 2120-AA64**

#### **Airworthiness Directives; DG Flugzeugbau GmbH Model DG-500MB Gliders**

**AGENCY:** Federal Aviation Administration (FAA), Department of Transportation (DOT).

**ACTION:** Final rule.

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**SUMMARY:** We are adopting a new airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

In some cases the electric motor of the spindle drive detached itself from the spindle drive, causing the powerplant to retract itself after engine shutdown. In another case the attachment fork on the spindle drive failed with the same consequences.

We are issuing this AD to require actions to correct the unsafe condition on these products.

**DATES:** This AD becomes effective February 7, 2008.

On February 7, 2008, the Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090.

## **SUPPLEMENTARY INFORMATION:**

### **Discussion**

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the Federal Register on August 20, 2007 (72 FR 46411). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

In some cases the electric motor of the spindle drive detached itself from the spindle drive, causing the powerplant to retract itself after engine shutdown. In another case the attachment fork on the spindle drive failed with the same consequences.

The MCAI requires you to modify the affected parts and exchange pages in the flight, maintenance, and repair manuals.

### **Comments**

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

The FAA reviewed the proposed requirement of the NPRM to exchange pages in the flight, maintenance, and repair manuals. We have determined that the exchange of certain pages in the flight, maintenance, and repair manuals is outside the scope of what is needed to correct the unsafe condition for aircraft of U.S. registry.

### **Conclusion**

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed, except for eliminating the need to exchange manual pages.

### **Differences Between This AD and the MCAI or Service Information**

We have reviewed the MCAI and related service information and, in general, agree with their substance. But we might have found it necessary to use different words from those in the MCAI to ensure the AD is clear for U.S. operators and is enforceable. In making these changes, we do not intend to differ substantively from the information provided in the MCAI and related service information.

We might also have required different actions in this AD from those in the MCAI in order to follow FAA policies. Any such differences are highlighted in a NOTE within the AD.

### **Costs of Compliance**

We estimate that this AD will affect 5 products of U.S. registry. We also estimate that it will take about 5 work-hours per product to comply with basic requirements of this AD. The average labor rate is \$80 per work-hour. Required parts will cost about \$422 per product.

Based on these figures, we estimate the cost of this AD to the U.S. operators to be \$4,110 or \$822 per product.

## **Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## **Regulatory Findings**

We determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify this AD:

- (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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD Docket.

## **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

## **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

## **Adoption of the Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The FAA amends § 39.13 by adding the following new AD:



**CORRECTION:** [*Federal Register: January 24, 2008 (Volume 73, Number 16)*]; Page 4051;  
[www.access.gpo.gov/su\\_docs/aces/aces140.html](http://www.access.gpo.gov/su_docs/aces/aces140.html)]

**2007-26-15 DG Flugzeugbau GmbH:** Amendment 39-15317; Docket No. FAA-2007-28843;  
Directorate Identifier 2007-CE-065-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective February 7, 2008.

### **Affected ADs**

- (b) None.

### **Applicability**

- (c) This AD applies to Model DG-500MB gliders, all serial numbers, certificated in any category.

### **Subject**

- (d) Air Transport Association of America (ATA) Code 24: Electric Power.

### **Reason**

- (e) The mandatory continuing airworthiness information (MCAI) states:

In some cases the electric motor of the spindle drive detached itself from the spindle drive, causing the powerplant to retract itself after engine shutdown. In another case the attachment fork on the spindle drive failed with the same consequences.

The MCAI requires you to modify the affected parts and exchange pages in the flight, maintenance, and repair manuals.

### **Actions and Compliance**

- (f) Unless already done, within 90 days after February 7, 2008 (the effective date of this AD):

(1) Secure the connection between the spindle drive "Stross BSA10" and the spindle drive motor following DG Flugzeugbau GmbH Working instruction No. 1, dated January 23, 2006, as referenced in DG Flugzeugbau GmbH Technical Note No. 843-24, dated January 31, 2006.

(2) Replace the fork 8M233/1 from the spindle drive with the strengthened fork 8M233"f"; replace the bearing support with the modified support 8M229"e"; and secure the spindle drive fork between the spindle drive "Stross BSA10" and the spindle drive motor following DG Flugzeugbau GmbH Working instruction No. 2, dated January 30, 2006, as referenced in DG Flugzeugbau GmbH

Technical Note No. 843-24, dated January 31, 2006; DG Flugzeugbau GmbH Drawing 5M210, Spindle drive Stross BSA 10 assembly, issued: January 22, 2003, revised: May 19, 2006; and DG Flugzeugbau GmbH Drawing 5M211, Spindle drive Stross BSA 10 assembly with strengthened fork 8M233"t", issued: January 23, 2006.

Note 1: We recommend that you insert and update the new Flight Manual pages 0.1, 0.3, 0.4, 2.8, 3.7, 3.8, 4.1, 4.25, 4.26; the new Maintenance Manual pages 1, 2, 3, 4, 5, 42, 49, 68, 89, 89a, 93, and Enclosure 1; and the new Repair Manual pages 1, 2, 7, and 8 following DG Flugzeugbau GmbH Technical Note No. 843-24, dated January 31, 2006.

## **FAA AD Differences**

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The service information specifies a one-time inspection of the fork and requires replacement if cracks are found. This AD requires mandatory replacement of these parts with redesigned parts. The FAA believes mandatory replacement rather than inspection will prevent failure of these parts in the future.

(2) The MCAI requires, for gliders certificated for operation in Germany, to have the pages in the flight, maintenance, and repair manuals exchanged. We have determined that the exchange of these pages is outside the scope of what is needed to correct the unsafe condition for gliders certificated for operation in the United States.

## **Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

## **Related Information**

(h) Refer to MCAI Federal Republic of Germany Luftfahrt-Bundesamt AD D-2006-060, dated March 6, 2006; and DG Flugzeugbau GmbH Technical Note No. 843-24, dated January 31, 2006.

## **Material Incorporated by Reference**

(i) You must use DG Flugzeugbau GmbH Technical Note No. 843-24, dated January 31, 2006; DG Flugzeugbau GmbH Working instruction No. 1, dated January 23, 2006; DG Flugzeugbau GmbH Working instruction No. 2, dated January 30, 2006; DG Flugzeugbau GmbH Drawing 5M210,

Spindle drive Stross BSA 10 assembly, revised May 19, 2006; and DG Flugzeugbau GmbH Drawing 5M211, Spindle drive Stross BSA 10 assembly with strengthened fork 8M233"f", dated January 23, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact DG Flugzeugbau GmbH, Im Schollengarten 20, D-76646 Bruchsal 4, Federal Republic of Germany.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on December 20, 2007.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-25212 Filed 1-2-08; 8:45 am]