

contact with the public that concerns the substantive parts of this AD.

How Can I Be Sure FAA Receives My Comment?

If you want us to acknowledge the receipt of your written comments, you must include a self-addressed, stamped postcard. On the postcard, write "Comments to Docket No. 2003-CE-33-AD." We will date stamp and mail the postcard back to you.

Regulatory Impact

Does This AD Impact Various Entities?

These regulations 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, FAA has determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

We have determined that this regulation is an emergency regulation

that must be issued immediately to correct an unsafe condition in aircraft, and is not a significant regulatory action under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 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. FAA amends § 39.13 by adding a new airworthiness directive (AD) to read as follows:

2003-16-51 Schempp-Hirth Flugzeugbau GmbH: Docket No. 2003-CE-33-AD.

(a) *What gliders are affected by this AD?*

This AD applies to Model Duo-Discus gliders, serial numbers 165 through 389, that are certificated in any category.

(b) *Who must comply with this AD?*

Anyone who wishes to operate any of the gliders identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*

This AD is intended to detect and correct failure of the bonding of the spar cap and spar web, which if not detected and corrected, could result in an in-flight failure of the wing.

(d) *What must I do to address this problem?* To address this problem, you must accomplish the following actions:

Actions	Compliance	Procedures
(1) Inspect the bonding between the spar cap and the spar web for defects.	Prior to further flight after August 20, 2003 (the effective date of this AD), except that this action was required prior to further flight after receipt those who received emergency AD 2003-16-51, which was issued on August 7, 2003.	In accordance with SCHEMPP-HIRTH Flugzeugbau for GmbH. Hircheim/Teck Technical Note No. 396-8, No. 890-3, dated August 1, 2003; and SCHEMPP-HIRTH Flugzeugbau GmbH. Hircheim/Teck Appendix to Technical Note No. 396-8/No. 890-3, dated August 1, 2003.
(2) Repair any defect in the bonding between the spar cap and the spar web, as specified in the service information.	Prior to further flight after the inspection required by paragraph (d)(1) of this AD.	In accordance with SCHEMPP-HIRTH Flugzeugbau GmbH. Hircheim/Teck Technical Note No. 396-8, No. 890-3, dated August 1, 2003; and SCHEMPP-HIRTH Flugzeugbau GmbH. Hircheim/Teck Appendix to Technical Note No. 396-8/No. 890-3, dated August 1, 2003.

(e) *Can I comply with this AD in any other way?* To use an alternative method of compliance or adjust the compliance time, follow the procedures in 14 CFR 39.19. Send these requests to the Manager, Standards Office, Small Airplane Directorate. For information on any already approved alternative methods of compliance, contact Gregory Davidson, Aerospace Engineer, FAA, Small Airplane Directorate, Room 301, 901 Locust, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

(f) *Are special flight permits allowed?* No. Special flight permits are not allowed by this AD. The FAA has determined that the safety issue is severe enough that the gliders must be free of bonding defects in the spar area before further operation.

(g) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with

SCHEMPP-HIRTH Flugzeugbau GmbH. Hircheim/Teck Technical Note No. 396-8, No. 890-3, dated August 1, 2003; and SCHEMPP-HIRTH Flugzeugbau GmbH. Hircheim/Teck Appendix to Technical Note No. 396-8/No. 890-3, dated August 1, 2003. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from Schempp-Hirth Flugzeugbau GmbH, Postfach 1443, 73222 Kirchheim/Teck, Federal Republic of Germany; telephone: 49 7021 7298-0; facsimile: 49 7021 7298-199. You may view copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) *When does this AD become effective?* This AD becomes effective August 20, 2003, to all affected persons who did not receive

emergency AD 2003-16-51, issued August 7, 2003. Emergency AD 2003-16-51 contained the requirements of this amendment and became effective immediately upon receipt and required the actions before further flight.

Note: The subject of this AD is addressed in German AD Number 2003-246/2, dated August 1, 2003.

Issued in Kansas City, Missouri, on August 12, 2003.

Diane K. Malone,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-21152 Filed 8-19-03; 8:45 am]

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