

Will this proposed AD involve a significant rule or regulatory action? For the reasons discussed above, I certify that this AD:

- 1. Is not a "significant regulatory action" under Executive Order 12866;
- 2. Is not a "significant rule" under the 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 summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary by sending a request to us at the address listed under ADDRESSES. Include "AD Docket No. 2003-CE-35-AD" in your request.

List of Subjects in 14 CFR Part 39

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

Actions	Compliance	Procedures
Modify the airspeed indicators; install flight speed, aerobatic maneuver, and load limit restriction placards (as applicable); and revise the flight and maintenance manual (as applicable).	Within the next 10 hours time-in-service (TIS) after October 20, 2003 (the effective date of this AD).	Per GROB Alert Service Bulletin No. ASB315-63/2, dated June 2, 2003, and Alert Service Bulletin No. ASB315-64, dated June 30, 2003.

What About Alternative Methods of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Gregory A. Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Is There Material Incorporated by Reference?

(g) You must do the actions required by this AD must be done in accordance with GROB Alert Service Bulletin No. ASB315-63/2, dated June 2, 2003, and GROB Alert Service Bulletin No. ASB315-64, dated June 30, 2003. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from GROB Luft-und Raumfahrt, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200; email: productsupport@grob-aerospace.de.

You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri

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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2003-19-14 Burkhardt Grob Luft—und Raumfahrt GmbH & Co KG: Amendment 39-13317; Docket No. 2003-CE-35-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on October 20, 2003.

What Other ADs Are Affected By This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects the following sailplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
G103 TWIN ASTIR	All.
G103 TWIN II	All.
G103A TWIN II ACRO	All.
G103C TWIN III ACRO	All.

What Is The Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to prevent the possibility of damage to the fuselage during limit load flight due to inadequate safety margins designed into the fuselage. Such a condition could result in reduced structural integrity of the fuselage and lead to loss of control of the sailplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must accomplish the following:

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[Docket No. 2003-CE-26-AD; Amendment 39-13316; AD 2003-19-13]

RIN 2120-AA64

Airworthiness Directives; Grob-Werke Model G120AA Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA adopts a new airworthiness directive (AD) for all GROB-WERKE (GROB) Model G120A airplanes. This AD requires you to modify the flight control system operating levers. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to prevent failure of a ball bearing in the flight control system operating levers. Such failure could lead to reduced control or loss of control of the airplane.

64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Is There Other Information That Relates to This Subject?

(h) German AD 2003-185, dated May 30, 2003, and German AD 2003-231, dated July 16, 2003 also address the subject of this AD.

Issued in Kansas City, Missouri, on September 19, 2003.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 03-24283 Filed 9-29-03; 8:45 am]

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