

issued by the airworthiness authority for Germany. The actions specified in this AD are intended 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.

#### What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Inspect the flight control system operating levers for damaged ball bearings and replace any lever with a damaged ball bearing.	Inspect within the next 50 hours time-in-service (TIS) after November 11, 2003 (the effective date of this AD). Replace levers with damaged ball bearings prior to further flight after the inspection.	In accordance with GROB Service Bulletin No. MSB1121-033, dated May 8, 2003 (which includes Attachment 1, dated May 8, 2003).
(2) Accomplish the modifications to: (a) elevator rod 1, part number (P/N) 120A-4400.08 or part number 120A-4217 (which supersedes P/N 120A-4400.08); and (b) the flight control system operating levers.	Within the next 50 hours TIS after November 11, 2003 (the effective date of this AD).	In accordance with GROB Service Letter No. SL1121-009, dated May 23, 2003, and GROB Service Bulletin No. MSB1121-034, dated May 19, 2003 (which includes Attachment 1, dated May 19, 2003).
(3) Only install flight control system operating levers that have been modified in accordance with paragraph (e)(2)(a) and (e)(2)(b) of this AD.	As of November 11, 2003 (the effective date of this AD).	

#### 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 Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

#### Is There Material Incorporated by Reference?

(g) Actions required by this AD must be done in accordance with GROB Service Letter No. SL1121-009, dated May 23, 2003; GROB Service Bulletin No. MSB1121-033, dated May 8, 2003 (which includes Attachment 1, dated May 8, 2003); and GROB Service Bulletin No. MSB1121-034, dated May 19, 2003 (which includes Attachment 1, dated May 19, 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](mailto:productsupport@grob-aerospace.de). You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 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 2003-164/2, dated May 22, 2003, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on September 18, 2003.

**David R. Showers,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. 2001-NM-319-AD; Amendment 39-13320; AD 2003-20-02]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Dornier Model 328-300 Series Airplanes Equipped With Certain Pratt & Whitney PW306B Engine Nacelles**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Dornier Model 328-300 series airplanes, that requires a one-time inspection of the anti-ice tubing in the engine nacelle at the joint between the anti-ice tubing adapter and duct, and also between the joint of the anti-ice shutoff valve and the same duct, to detect any air leakage at the joints.

This action is necessary to prevent an uncommanded engine shutdown in a critical phase of flight due to leakage of air from a loose clamp on the anti-ice tubing joint. This action is intended to address the identified unsafe condition.

**DATES:** Effective November 4, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 4, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained from AvCraft Aerospace GmbH, P.O. Box 1103, D-82230 Wessling, Germany. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1175; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Dornier Model 328-300 series airplanes was published in the **Federal Register** on July 15, 2003 (68 FR 41762). That action proposed to require a one-time inspection of the anti-ice tubing in the