

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. Section 39.13 is amended by adding the following new airworthiness directive:

2001-07-02 Airbus Industrie: Amendment 39-12167. Docket 2000-NM-117-AD.

Applicability: Model A330-301, -321, -322, -341, and -342 series airplanes, and Model A340-211, -212, -213, -311, -312, and -313 series airplanes, certificated in any category, except those on which Airbus Modification 41849 or 44932 (reference Service Bulletin A330-53-3074, Revision 01, for Model A330 series airplanes; or A340-53-4085 Revision 01, for Model A340 series airplanes; both dated May 19, 1998) has been accomplished.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent propagation of fatigue cracking, which could result in reduced structural integrity of the door frames, accomplish the following:

Inspection

(a) Conduct an eddy current rotating probe test procedure on the holes for doorstop fitting number 5 (left and right) on frame 73A, as specified in paragraph (a)(1) or (a)(2), as applicable, of this AD.

(1) For Model A330 series airplanes: Prior to the accumulation of 13,000 total flight cycles, conduct the test in accordance with Airbus Service Bulletin A330-53-3074, Revision 01, dated May 19, 1998.

(2) For Model A340 series airplanes: Prior to the accumulation of 8,000 total flight cycles, conduct the test in accordance with Airbus Service Bulletin A340-53-4085, Revision 01, dated May 19, 1998.

Repairs

(b) If any crack is detected during the inspection required by paragraph (a) of this AD, prior to further flight, repair in accordance with a method approved by either the Manager, International Branch,

ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent).

Terminating Action

(c) Before further flight following the inspection required in paragraph (a) of this AD, cold expand the holes for (left and right) doorstop fitting number 5 and install bushings, in accordance with Airbus Service Bulletin A330-53-3074, Revision 01 (for Model A330 series airplanes), or Airbus Service Bulletin A340-53-4085, Revision 01 (for Model A340 series airplanes), both dated May 19, 1998, as applicable.

Accomplishment of this action constitutes terminating action for the requirements of this AD.

Note 2: Inspection and modification accomplished prior to the effective date of this AD, in accordance with Airbus Service Bulletin A330-53-3074, dated November 17, 1997 (for Model A330 series airplanes), or Airbus Service Bulletin A340-53-4085, dated November 17, 1997 (for Model A340 series airplanes), as applicable, are considered acceptable for compliance with the applicable action specified in this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then forward the requests and added comments to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

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

Incorporation by Reference

(f) Except as required by paragraph (b) of this AD, the actions shall be done in accordance with Airbus Service Bulletin A330-53-3074, Revision 01, dated May 19, 1998; or Airbus Service Bulletin A340-53-4085, Revision 01, dated May 19, 1998; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directives 2000-126-114(B), dated March 8, 2000, and 2000-125-139(B), dated March 8, 2000.

Effective Date

(g) This amendment becomes effective on April 20, 2001.

Issued in Renton, Washington, on March 26, 2001.

Donald L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 01-7960 Filed 4-4-01; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-CE-67-AD; Amendment 39-12166; AD 2001-07-01]

RIN 2120-AA64

Airworthiness Directives; DG Flugzeugbau GmbH Model DG-800B Sailplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain DG Flugzeugbau GmbH (DG Flugzeugbau) Model DG-800B sailplanes. This AD requires you to install an additional filter for the primer valve; inspect and align the exhaust system; modify the placement of the fuel lines if the fuel filter is installed at the front mounting point of the spindle drive; and secure the gas strut piston rod end using Loctite if the piston rod does rotate. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified by this AD are intended to prevent failure of the fuel line, exhaust system, and piston rod of the gas strut, which could result in failure of the engine. Such failure could lead to loss of power during critical stages of flight.

DATES: This AD becomes effective on May 26, 2001.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of May 26, 2001.

ADDRESSES: You may get the service information referenced in this AD from DG Flugzeugbau, Postbox 41 20, D-76646 Bruchsal, Federal Republic of Germany; telephone: +49 7257-890;

facsimile: +49 7257-8922. You may examine this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-67-AD, 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.

FOR FURTHER INFORMATION CONTACT: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; facsimile: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

What Events Have Caused This AD?

The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, recently notified FAA that an unsafe condition may exist on all DG Flugzeugbau Model DG-800B sailplanes equipped with a SOLO engine. The LBA reports that an extensive review of the service history revealed failures of the primer valve, exhaust system, fuel line, exhaust and piston rod of the gas strut for the engine.

What Are the Consequences if the Condition Is Not Corrected?

The actions specified by this AD are intended to prevent failure of the fuel line, exhaust system, and piston rod of the gas strut, which could result in failure of the engine. Such failure could lead to loss of power during critical stages of flight.

Has FAA Taken Any Action to This Point?

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain DG Flugzeugbau Model DG-800B sailplanes. This proposal was published in the Federal Register as a notice of proposed rulemaking (NPRM) on January 9, 2001 (66 FR 1607). The NPRM proposed to require you to install an additional filter for the primer valve; inspect and align the exhaust system; modify the placement of the fuel lines if the fuel filter is installed at the front mounting point of the spindle drive; and secure the gas strut piston rod end using Loctite if the piston rod does rotate.

Was the Public Invited To Comment?

Interested persons were afforded an opportunity to participate in the making of this amendment. No comments were

received on the proposed rule or the FAA's determination of the cost to the public.

FAA's Determination

What Is FAA's Final Determination on This Issue?

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We determined that these minor corrections:

- will not change the meaning of the AD; and
- will not add any additional burden upon the public than was already proposed.

Cost Impact

How Many Sailplanes Does This AD Impact?

We estimate that this AD affects 6 sailplanes in the U.S. registry.

What Is the Cost Impact of This AD on Owners/Operators of the Affected Sailplanes?

We estimate the following costs to do the installation of an additional filter for the primer valve:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
2 workhours × \$60 = \$120	Manufacturer will provide the parts at no cost	\$120	\$120 × 6 = \$720.

We estimate the following costs to inspect and align the exhaust system:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
1 workhour × \$60 = \$60	Manufacturer will provide the parts at no cost	\$60	\$60 × 6 = \$360.

We estimate the following costs to modify the placement of the fuel lines:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
1 workhour × \$60 = \$60	Manufacturer will provide the parts at no cost	\$60	\$60 × 6 = \$360.

We estimate the following costs to secure the gas strut rod end:

Labor cost	Parts cost	Total cost per sailplane	Total cost on U.S. operators
1 workhour × \$60 = \$60	Manufacturer will provide the parts at no cost	\$60	\$60 × 6 = \$360.

Compliance Time of This AD

What Will Be the Compliance Time of This AD?

Unless already done, the compliance times of this AD are:

Compliance	Action
Within the next 3 calendar months after the effective date of this AD	Install an additional filter for the primer valve.
Within the next 3 calendar months after the effective date of this AD	Inspect and align the exhaust system.
Within the next 30 days after the effective date of this AD	Modify the placement of the fuel lines.
Within the next 30 days after the effective date of this AD	Remove the gas strut from the engine mount and secure the rod end using Loctite.

Why Is the Compliance Time Presented in Calendar Time Instead of Hours Time-In-Service (TIS)?

Although the failures of the fuel line, exhaust system, and piston rod of the gas strut occur during flight, the condition is not a direct result of sailplane operation. A calendar time for compliance will ensure that the unsafe conditions are addressed on all sailplanes in a reasonable time period. Sailplane operation varies among operators. For example, one operator may use the sailplane 50 hours TIS in 3 months while it may take another 12 months or more to accumulate 50 hours TIS. In order to ensure that preventive and corrective actions are done in a timely manner, the compliance time for installing an additional filter for the primer valve and inspecting and aligning the exhaust system is required within the next 3 calendar months after the effective date of this AD, unless already done.

Because of the impact on safety, the compliance time for modifying the placement of the fuel lines and removing the gas strut from the engine mount and securing the rod end using Loctite is required within the next 30

days after the effective date of this AD, unless already done.

Regulatory Impact

Does This AD Impact Various Entities?

The regulations adopted herein 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

Does This AD Involve a Significant Rule or Regulatory Action?

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) 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 final evaluation prepared for this action is contained 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, 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 AD to read as follows:

2001-07-01 DG FLUGZEUGBAU GMBH:
Amendment 39-12166; Docket No. 99-CE-67-AD.

(a) *What sailplanes are affected by this AD?* This AD affects the following sailplane models and serial numbers that are certificated in any category:

Model	Serial numbers
DG-800B with SOLO engine	8-001 through 8-128 for paragraph (d)(1) of this AD.
DG-800B with SOLO engine	8-001 through 8-154 for paragraph (d)(2) of this AD.
DG-800B with SOLO engine	all serial numbers for paragraphs (d)(3) through (4) of this AD.

(b) *Who must comply with this AD?*
Anyone who wishes to operate any of the above sailplanes must comply with this AD.

(c) *What problem does this AD address?*
The actions specified by this AD are intended

to prevent failure of the fuel line, exhaust system, and piston rod of the gas strut, which could result in failure of the engine. Such failure could lead to loss of power during critical stages of flight.

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

Actions	Compliance	Procedures
(1) If the fuel filter is installed at the front mounting point of the spindle drive, modify the placement of the fuel lines.	Within the next 30 days after May 26, 2001 (the effective date of this AD).	Do this action following the Instructions paragraph of DG Flugzeugbau Technical Note (TN) No. 873/13, dated June 30, 1999.

Actions	Compliance	Procedures
(2) If there is no paint marking (torque putty) or if marking proves that the piston rod rotates remove the gas strut from the engine mount and secure the rod end using Loctite, then apply marking paint line (torque putty).	Within the next 30 days after May 26, 2001 (the effective date of this AD).	Do this action following the Instructions paragraph of DG Flugzeugbau TN No. 873/13, dated June 30, 1999, and the maintenance manual.
(3) Install an additional filter for the primer valve	Within the next 3 calendar months after May 26, 2001 (the effective date of this AD).	Do this action following the Instructions paragraph of DG Flugzeugbau TN No. 873/12, dated March 9, 1999, and Working Instruction No. 1 for TN No. 873/12.
(4) Inspect and align the exhaust system	Within the next 3 calendar months after May 26, 2001 (the effective date this AD).	Do this action following the Instructions paragraph of DG of Flugzeugbau TN No. 873/12, dated March 9, 1999, and Working Instruction No. 2 for TN No. 873/12.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

(1) Your alternative method of compliance provides an equivalent level of safety; and

(2) The Manager, Small Airplane Directorate, approves your alternative.

Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

Note 1: This AD applies to each sailplane identified in paragraph (a) of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For sailplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64016; telephone: (816) 329-4144; facsimile: (816) 329-4090.

(g) *What if I need to fly the sailplane to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your sailplane to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with DG Flugzeugbau Technical Note No. 873/12 (including Working Instruction No. 1 and No. 2), dated March 9, 1999, and DG Flugzeugbau Technical Note No. 873/13, dated June 30, 1999. 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 DG Flugzeugbau, Postbox 41 20, D-76646 Bruchsal, Federal Republic of Germany. You can look at copies at the 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.

(i) *When does this amendment become effective?* This amendment becomes effective on May 26, 2001.

Note 2: The subjects of this AD are addressed in German AD 1999-269, Effective Date: July 22, 1999, and German AD 1999-167, Effective Date: May 20, 1999.

Issued in Kansas City, Missouri, on March 27, 2001.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-8067 Filed 4-4-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA 2001-8682; Airspace Docket No. 01-ASW-1]

RIN 2120-AA66

Establishment of V-611 and Revocation of V-19; NM

AGENCY: Federal Aviation Administration (FAA, DOT).

ACTION: Final rule.

SUMMARY: This action changes the designation of Federal Airway 19 (V-19) to V-611. Currently, two airways with similar designations, V-19 and V-190, converge at the Albuquerque very high frequency omnidirectional range tactical air navigation (VORTAC) facility. This similarity has resulted in some pilots inadvertently joining the wrong route segment. This action will eliminate the similarity by redesignating V-19 as V-611. Except for the route designation, the airway alignment, radials, and published altitudes will all remain unchanged. This action will reduce the

air traffic controller workload and enhance aviation safety.

EFFECTIVE DATE: 0901 UTC, May 17, 2001.

FOR FURTHER INFORMATION CONTACT:

Steve Rohring, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The FAA has identified a potentially unsafe situation resulting from two airways with similar names (V-19 and V-190) that cross the Albuquerque, NM, VORTAC navigation facility and proceed in the same general direction. Aircraft that were cleared via V-19 have been observed joining V-190 by mistake. This results in a potentially unsafe situation because the minimum en route altitude (MEA) on V-190 is 13,000 feet above mean sea level (MSL) while the MEA on V-19 is only 9,000 feet above MSL. As a result, aircraft cleared via V-19, but joining V-190 by mistake, may not be high enough to clear the mountains northeast of the VORTAC. This is a common mistake and in a recent incident, corrective action was taken by the controller to prevent an unsafe situation.

The Rule

This amendment to 14 CFR part 71 changes the designation of V-19 in its entirety to V-611. There are no changes to any of the existing radials or altitudes.

This change is necessary because two airways with similar designations, V-19 and V-190, converge at the Albuquerque, NM, VORTAC navigation facility. This similarity has resulted in some pilots inadvertently joining the wrong route segment northeast of the Albuquerque, NM, VORTAC while continuing to fly at an altitude that