(g) Inspections of Crown Skin Areas
At the applicable time specified in paragraph (E), “Compliance,” of Boeing Service Bulletin 737–53–1311, dated October 21, 2011, except as required by paragraph (k) of this AD: Do an external detailed inspection and an external non-destructive inspection (a medley of magnetic particle (MFC), magneto optic imager (MOI), C-scan, or ultrasonic phased array (UTPA) inspection) for cracking in the fuselage skin along the chem-mill steps at certain locations specified in, and in accordance with, Boeing Service Bulletin 737–53–1311, dated October 21, 2011. Repeat the inspections thereafter at the applicable times specified in paragraph (E), “Compliance,” of Boeing Service Bulletin 737–53–1311, dated October 21, 2011.

(h) Inspections of Shear Wrinkle Areas
For Groups 2, 5, and 6 airplanes as identified in Boeing Service Bulletin 737–53–1311, dated October 21, 2011: At the applicable time specified in paragraph (E), “Compliance,” of Boeing Service Bulletin 737–53–1311, dated October 21, 2011, except as required by paragraph (k) of this AD, do an external detailed inspection and an external non-destructive inspection (MFC, MOI, C-scan, or UTPA) for cracking in the fuselage skin along the chem-mill steps at certain shear wrinkle locations specified in, and in accordance with, Boeing Service Bulletin 737–53–1311, dated October 21, 2011. Repeat the inspections required by paragraph (b) of this AD thereafter at the applicable times specified in paragraph (E), “Compliance,” of Boeing Service Bulletin 737–53–1311, dated October 21, 2011.

(i) Repairs
If any cracking is found during any inspection required by paragraphs (g) and (h) of this AD, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (m) of this AD. Accomplishing the repair in accordance with the procedures specified in paragraph (m) of this AD terminates the repetitive inspection requirement for that area under the repair only.

(j) Optional Terminating Modification
Modification of an inspection area specified in paragraph (g) of this AD, including doing an external detailed inspection and an external non-destructive inspection (MFC, MOI, C-scan, or UTPA) for cracking of the area to be modified, and a high frequency eddy current inspection of all existing holes for cracking as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737–53–1311, dated October 21, 2011, terminates the repetitive inspections required by paragraph (g) of this AD for that area only. If any cracking is found during any inspection described by this paragraph, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(k) Service Bulletin Exception
Boeing Service Bulletin 737–53–1311, dated October 21, 2011, specifies compliance times “after the original issue date of this service bulletin.” However, this AD requires compliance within the specified compliance times “after the effective date of this AD.”

(l) Post-Modification Inspections
The post-modification inspections specified in Tables 3 and 4 of paragraph (E), “Compliance,” of Boeing Service Bulletin 737–53–1311, dated October 21, 2011, may be used in support of compliance with section 121.1109(c)(2) or 129.109(c)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14 CFR 129.109(c)(2)). The actions specified in Part 5 of the Accomplishment Instructions and corresponding figures of Boeing Service Bulletin 737–53–1311, dated October 21, 2011, are not required by this AD.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(n) Related Information

(1) For more information about this AD, contact Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM–1205, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057–3356; phone: (425) 917–6447; fax: (425) 917–6590; email: Wayne.Lockett@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2E–65, Seattle, WA 98124–2207; telephone 206–544–5000, extension 1; fax 206–766–5680; Internet https://www.myboeingfleet.com. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on September 4, 2012.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

For service information identified in this proposed AD, contact STEMME AG,
Flugplatzstrasse F2, Nr. 7 15344 Strausberg, Germany; telephone: +49 (0) 3341 3612–0; fax: +49 (0) 3341 3612–30; Internet: http://www.stemme.de/daten/e/index.html. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

**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 this proposed AD, 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.

**FOR FURTHER INFORMATION CONTACT:** Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; email: jim.rutherford@faa.gov.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send comments to an address listed under the relevant data, views, or arguments about this proposed AD. We invite you to send any written comments on this proposed AD to the address listed under the **ADDRESSES** section. Include ``Docket No. FAA–2012–0982; Directorate Identifier 2012–CE–035–AD'' at the beginning of your comments. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to http://regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

**Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued AD No. 2012–0154, dated August 17, 2012 (referred to after this as “the MCAI”), to correct an unsafe condition for the specified products. The MCAI states:

An occurrence has been reported of an engine fire during ground run of a S10–VT powered sailplane. The investigation results indicated that an unapproved fuel hose was installed in the engine fuel system of that sailplane. Subsequent survey of some N-registered 50 aeroplanes revealed more cases of installation of unapproved fuel, oil and cooling hoses on sailplanes engine systems. This condition, if not detected and corrected, could lead to a system leak with subsequent engine fire, possibly resulting in damage to the sailplane and/or injury of occupants. Prompted by these findings, Stemme GmbH developed a procedure for identification of these hoses, to have them removed from service.

**FOR FURTHER INFORMATION CONTACT:** Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; email: jim.rutherford@faa.gov.

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We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 proposed regulation:

(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),

(3) Will not affect intrastate aviation in Alaska, and

(4) 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.

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

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.
The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:


(a) Comments Due Date

We must receive comments by November 2, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Stemme GmbH & Co. KG Models S10, S10–V, and S10–VT powered sailplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Powerplant.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated 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 unapproved rubber hoses installed in the engine fuel, oil, and cooling systems. We are issuing this proposed AD to prevent a system leak, which could lead to an engine fire.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) If, on the effective date of this AD, the date of manufacture of the sailplane is less than five years old, before further flight after the effective date of this AD, review the sailplane’s maintenance records/logbook for evidence as to whether the engine fuel, oil, and cooling systems rubber hoses have been replaced since new. Based on this review, if:

(i) There is no logbook evidence, i.e., logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are less than five years old, then you should replace the affected hoses with FAA-approved serviceable hoses following Stemme F & D Installation Instruction A34–10–093–01, dated August 13, 2012; or Stemme F & D Installation Instruction A34–10–093–02, dated August 13, 2012, as applicable.

(ii) There is logbook evidence, i.e., logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are less than five years old, and there is current documentation of hose conformity with a DoC or an EASA Form 1, before further flight, make a logbook entry showing compliance with this AD.

(iii) There is no logbook evidence, i.e., logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are less than five years old, but there is no current documentation of hose conformity with a DoC or an EASA Form 1, before further flight, replace the affected hoses with FAA-approved serviceable hoses following Stemme F & D Installation Instruction A34–10–093–01, dated August 13, 2012; or Stemme F & D Installation Instruction A34–10–093–02, dated August 13, 2012, as applicable.

(g) Other FAA AD Provisions

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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4165; fax: (816) 329–4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane 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, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(b) Related Information

Refer to MCAI EASA AD No. 2012–0154, dated August 17, 2012; Stemme F & D Installation Instruction A34–10–093–01, dated August 13, 2012; and Stemme F & D Installation Instruction A34–10–093–02, dated August 13, 2012, for related information. For service information related to this AD, contact STEMME AG, Flugplatzstrasse F2, Nr. 7 15344 Strausberg, Germany; telephone: +49 (0) 3341 3612–0, fax: +49 (0) 3341 3612–30; Internet: http://www.stemme.de/daten/e/index.html. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on September 11, 2012.

Earl Lawrence,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2012–22941 Filed 9–17–12; 8:45 am]
BILLING CODE 4910–13–P