

17, 1995, until the bearing TIS since new is 6,000 hours or more. Remove from service, prior to further flight, engines which exhibit MCD metallic debris defined as not serviceable in accordance with CFM56-2 SB No. 72-620, Revision 4, dated November 17, 1995.

(e) For CFM56-5 series engines equipped with No. 3 bearing, P/N 9542M60P01, inspect the forward sump MCD in accordance with CFM56-5 Alert Service Bulletin (ASB) No. 72-A118, Revision 1, dated August 1, 1997, within the next 50 hours TIS after the effective date of this AD. Thereafter, inspect the forward sump MCD at intervals not to exceed 50 hours TIS SLI in accordance with CFM56-5 ASB No. 72-A118, Revision 1, dated August 1, 1997. Remove from service, prior to further flight, engines which exhibit MCD metallic debris defined as not serviceable in accordance with CFM56-5 ASB No. 72-A118, Revision 1, dated August 1, 1997.

(f) Bearing inspections accomplished in accordance with AD 89-17-04 or AD 89-23-06 satisfy the corresponding requirements of this AD.

(g) For the purpose of this AD, a shop visit is defined as exposure of the inlet gearbox.

(h) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(i) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on September 12, 1997.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-24909 Filed 9-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-ANE-29-AD]

RIN 2120-AA64

Airworthiness Directives; CFM International CFM56-5B/2P Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to CFM International (CFMI) CFM56-5B/2P series turbofan engines. This proposal would require a reduction of the low cycle fatigue (LCF) retirement life for certain low pressure turbine (LPT) cases. This proposal is prompted by the results of a refined life analysis performed by the manufacturer which revealed minimum calculated LCF lives significantly lower than the published LCF retirement life. The actions specified by the proposed AD are intended to prevent a LCF failure of the LPT case, which could result in damage to the aircraft.

DATES: Comments must be received by November 18, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-29-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Robert J. Ganley, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7138; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact

concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 97-ANE-29-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-29-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

This proposed airworthiness directive (AD) is applicable to CFM International (CFMI) CFM56-5B/2P series turbofan engines. A study performed by the manufacturer using updated lifing analyses based on recent engine test results revealed that certain low pressure turbine (LPT) cases have minimum calculated low cycle fatigue (LCF) lives which are significantly lower than the published LCF retirement life. This condition, if not corrected, could result in a LCF failure of the LPT case, which could result in damage to the aircraft.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require a reduction of the LCF retirement life for certain LPT cases.

There are approximately 18 engines of the affected design in the worldwide fleet. The manufacturer has advised the FAA that there are no engines installed on U.S. registered aircraft that would be affected by this AD. Therefore, there is no associated cost impact on U.S. operators as a result of this AD. However, should an affected engine be imported on an aircraft and placed on the U.S. registry in the future, and assuming that the parts cost is proportional to the reduction of the LCF retirement life, the required parts would cost approximately \$40,423 per engine. Based on these figures, the total cost impact of the proposed AD is estimated to be \$40,423 per engine.

The regulations proposed herein would not have substantial direct effects 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,

in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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); and (3) if promulgated, 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 draft regulatory 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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), 40101, 40113, 44701.

§ 39.13 [Amended]

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

CFM International: Docket No. 97-ANE-29-AD.

Applicability: CFM International (CFMI) CFM56-5B1/2P, -5B2/2P, -5B3/2P, and -5B4/2P turbofan engines, installed with low pressure turbine (LPT) case, Part Number (P/N) 338-117-004-0, installed on but not limited to Airbus A320 and A321 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines 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 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 a low cycle fatigue (LCF) failure of the LPT case, which could result in damage to the aircraft, accomplish the following:

(a) Remove from service LPT case, P/N 338-117-004-0, and replace with a serviceable part, as follows:

(1) For CFM56-5B2/2P and -5B3/2P engines, prior to accumulating 10,500 cycles.

(2) For CFM56-5B1/2P and -5B4/2P engines, prior to accumulating 15,500 cycles.

(b) This action establishes the new LCF retirement lives of 10,500 and 15,500 cycles for the engines stated in paragraphs (a)(1) and (a)(2) of this AD, which are published in Chapter 05 of CFM56-5B Engine Shop Manual, CFMI-TP.SM.9.

(c) For the purpose of this AD, a "serviceable part" is one that has not exceeded its respective new life limit as set out in this AD.

(d) Except as provided in paragraph (e) of this AD, no alternative replacement times may be approved for LPT case, P/N 338-117-004-0.

(e) 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, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(f) 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 aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on September 12, 1997.

Mark C. Fulmer,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AGL-42]

Proposed Modification of Class D and Class E Airspace and Removal of Class E Airspace; Belleville, IL, MidAmerica Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to modify Class D and Class E airspace and remove Class E airspace at Belleville, IL. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway 14R, a GPS SIAP to Runway 14L, a GPS SIAP to Runway 32R, a GPS SIAP to Runway 32L, an Instrument Landing System (ILS) SIAP to Runway 14R, a HI-ILS SIAP to Runway 14R, a HI-ILS SIAP to Runway 32L, an ILS SIAP to Runway 32R, a Nondirectional Radio Beacon (NDB) SIAP to Runway 32R, an NDB SIAP to Runway 32L, a Tactical Air Navigation (TACAN) SIAP to Runway 32L, a TACAN SIAP to Runway 14R, a HI-TACAN SIAP to Runway 14R, a HI-TACAN SIAP to Runway 32L, and a TACAN-A SIAP have been developed for MidAmerica Airport. Controlled airspace extending upward from the surface is needed to contain aircraft executing these approaches. This action would increase the radius of the existing Class D airspace, and decrease the radius of the existing Class E airspace while adding an extension to the northwest of the existing Class E airspace. This action would also remove the existing Class E airspace designated as an extension to the existing Class D airspace. The intended effect of this proposal is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions.

DATES: Comments must be received on or before November 3, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 97-AGL-42, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Operations Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

FOR FURTHER INFORMATION CONTACT: Michelle M. Behm, Air Traffic Division, Airspace Branch, AGL-520, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.