

**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 USC 106(g), 40113, 44701.

**§ 39.13 [Amended]**

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

AlliedSignal Inc.: Docket No. 95-ANE-55.

*Applicability:* AlliedSignal Inc. (formerly Garrett Engine Division) Models TFE731-2, -2A, -3, -3A, -3AR, -3B, -3BR, -3C, -3CR,

-3D, -3DR, -3R, and -4R turbofan engines, installed on, but not limited to the following aircraft: Avions Marcel Dassault Falcon 10, 50, 100 series; Learjet 31, 35, 36, and 55 series; Lockheed-Georgia 1329-23 and -25 series; Israel Aircraft Industries 1124 series and 1125 Westwind series; Cessna Model 650, Citations III, VI, and VII; Raytheon British Aerospace HS-125 series; and Sabreliner NA-265-65.

Note: 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 use the authority provided in paragraph (d) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in

this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent uncontained failure of the fan rotor disk due to fatigue cracking in the dovetail slots, which can result in inflight engine shutdowns, severe secondary damage, and fan rotor assembly separation from the engine, accomplish the following:

(a) For engines equipped with fan rotor disks, part numbers (P/N's) 3072162-5, 3073436-5, 3073539-(All), and 3074529-(All), where (All) denotes any dash number, remove fan rotor disks from service and install a serviceable disk in accordance with the Accomplishment Instructions of AlliedSignal Engines Alert Service Bulletin (ASB) No. TFE731-A72-3569, dated May 31, 1995, as required by the following schedule:

Fan rotor disk cycles since new (CSN) on the effective date of this AD	Required fan rotor disk retirement (remove from service)
3,600 or less .....	Not to exceed the new life limit of 4,100 CSN.
3,601 to 5, 500 .....	Within the next 500 cycles after the effective date of this AD or prior to reaching 5,700 CSN, whichever occurs first.
5,501 or greater .....	Within the next 200 cycles after the effective date of this AD, not to exceed 7,100 CSN.

(b) For engines equipped with fan rotor disks, P/N 3072816-(All), where (All) denotes any dash number, remove fan rotor

disks from service and install a serviceable disk in accordance with Accomplishment Instructions of AlliedSignal Engines ASB No.

TFE731-A72-3570, dated May 31, 1995, as required by the following schedule of CSN after the effective date of this AD.

Fan rotor disk CSN on the effective date of this AD	Required fan rotor disk retirement (remove from service)
3,850 or less .....	Not to exceed the new life limit of 4,600 CSN.
3,851 to 6,000 .....	Within the next 750 cycles or prior to reaching 6,500 CSN, whichever occurs first.
6,001 or greater .....	Within the next 500 cycles, not to exceed 10,000 CSN.

(c) A serviceable part is one that has not exceeded the life limits established by this AD.

(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, Los Angeles Aircraft 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, Los Angeles Aircraft Certification Office.

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

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

Issued in Burlington, Massachusetts, on March 12, 1996.

Jay J. Pardee,  
*Manager, Engine and Propeller Directorate,  
 Aircraft Certification Service.*  
 [FR Doc. 96-6972 Filed 3-21-96; 8:45 am]  
**BILLING CODE 4910-13-U**

**14 CFR Part 71**

**[Airspace Docket No. 96-AGL-1]**

**Proposed Amendment to Class E Airspace; Rochester, MN**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to amend the Class E airspace at Rochester, MN. Additional controlled airspace is required for the Copter GPS 325 degrees approach procedure to St. Mary's

Hospital Heliport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed for aircraft executing the approach. The intended effect of the 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 April 26, 1996.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, rules Docket No. 96-AGL-1, 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, System Management Branch, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois.

**FOR FURTHER INFORMATION CONTACT:**

Peter H. Salmon, Air Traffic Division, System Management Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7459.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made:

"Comments to Airspace Docket No. 96-AGL-1." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket, FAA, Great Lakes Region, Office of the Assistant Chief Counsel, 2300 East Devon Avenue, Des Plaines, Illinois, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRM's**

Any person may obtain a copy of the Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, S.W., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the

notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

**The Proposal**

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class E airspace at Rochester, MN. This proposal would provide adequate Class E airspace for IFT operators executing the Copter GPS 325 degrees approach procedure to St. Mary's Hospital Heliport. Controlled airspace extending upward from 700 to 1200 feet AGL is needed for aircraft executing the approach. The intended effect of this action is to provide segregation of aircraft using instrument approach procedures in instrument conditions from other aircraft operating in visual weather conditions. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(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) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

**PART 71—[AMENDED]**

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR 1959-1963 Comp., p. 389; 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

*Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

AGL MN E5 Rochester, MN [Revised]

(Lat. 44°01'11"N, long. 92°28'59"W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the St. Mary's Hospital Heliport, excluding that airspace within the Rochester Municipal Airport, MN, Class D and Class E5 airspace.

\* \* \* \* \*

Issued in Des Plaines, Illinois on March 7, 1996.

Maureen Woods,

*Acting Manager, Air Traffic Division.*

[FR Doc. 96-6993 Filed 3-21-96; 8:45 am]

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**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**Food and Drug Administration**

**21 CFR Part 101**

[Docket Nos. 91N-384H, 94P-0390 and 95P-0241]

**Food Labeling: Nutrient Content Claims, General Principles; Health Claims, General Requirements and Other Special Requirements for Individual Health Claims; and Definition of Term: Healthy; Extension of Comment Periods**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Proposed rule; extension of comment periods.

**SUMMARY:** The Food and Drug Administration (FDA) is extending to