

described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 33 engines installed on aircraft of U.S. registry will be affected by this AD, and that it will not take any additional work hours per engine to accomplish the required actions. Assuming that the parts cost is proportional to the reduction of the LCF retirement lives, the required parts will cost approximately \$17,275 per engine. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$570,075.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

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 final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from 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, pursuant to 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 USC 106(g), 40113, 44701.

#### § 39.13 [AMENDED]

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

**97-08-01 CFM International:** Amendment 39-9989. Docket 95-ANE-44.

**Applicability:** CFM International (CFMI) CFM56-3, -3B, and -3C series turbofan engines with fan disks, Part Number (P/N) 335-014-509-0 or 335-014-511-0, installed, that are currently operating at, or have previously operated at, the Category C thrust rating. These engines are installed on but not limited to Boeing 737 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 (g) 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 fan disk, which could result in an uncontained engine failure and damage to the aircraft, accomplish the following:

(a) For CFM56-3C series engines operating at the Category C thrust rating on the effective date of this AD, remove the fan disk prior to accumulating a total Category C thrust rating life of 20,100 cycles.

(b) For CFM56-3B and -3C series engines operating at the Category B thrust rating on the effective date of this AD, but which have previously operated at the Category C thrust rating, recalculate the fan disk total cycles remaining at the Category B thrust rating using a Category C thrust rating life of 20,100 cycles.

**Note 2:** The current fan disk Category B thrust rating life is 24,900 cycles, and is not affected by this AD.

(c) For CFM56-3, -3B, and -3C series engines operating at the Category A thrust rating on the effective date of this AD, but which have previously operated at the Category C thrust rating, recalculate the fan disk total cycles remaining at the Category A thrust rating using a Category C thrust rating life of 20,100 cycles.

**Note 3:** The current fan disk Category A thrust rating life is 30,000 cycles, and is not affected by this AD.

(d) This action establishes the new Category C thrust rating LCF retirement life of 20,100 cycles listed in paragraphs (a), (b), and (c) of this AD. This retirement life is published in Chapter 05 of the CFM56-3 model series Engine Shop Manual, CFMI-TP.SM.5.

(e) The Category A, B, and C thrust ratings listed in paragraphs (a), (b), and (c) of this AD

are defined in Chapter 05 of the CFM56-3 model series Engine Shop Manual, CFMI-TP.SM.5.

(f) The method to recalculate the retirement life, as stated in paragraphs (b) and (c) of this AD is defined in Chapter 05 of the CFM56-3 model series Engine Shop Manual, CFMI-TP.SM.5.

(g) 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 4:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(h) 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.

(i) This amendment becomes effective on June 23, 1997.

Issued in Burlington, Massachusetts, on April 8, 1997.

**Jay J. Pardee,**

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

[FR Doc. 97-10357 Filed 4-21-97; 8:45 am]  
BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 97-AEA-003]

#### Establishment of Class E Airspace; Mount Pleasant, PA

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace at Mount Pleasant, PA, to accommodate a Standard Instrument Approach Procedure (SIAP), Helicopter Point In Space Approach based on the Global Positioning System (GPS), serving Frick Community Hospital Heliport. The intended effect of this action is to provide adequate controlled airspace for instrument flight rules (IFR) operations to the heliport.

**EFFECTIVE DATE:** 0901 UTC, May 22, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal

Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:**

**History**

On February 13, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by establishing Class E airspace at Mount Pleasant, PA (62 FR 6748). This action would provide adequate Class E airspace for IFR operations to Frick Community Hospital Heliport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) establishes Class E airspace area at Mount Pleasant, PA, to accommodate a GPS SIAP Point In Space Approach and for IFR operations to Frick Community Hospital Heliport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this 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 10034; 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 rule will not have 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).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR Part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 Part 71.1 of Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

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

\* \* \* \* \*

**AEA PA E5 Mount Pleasant, PA [New]**

Frick Community Hospital Heliport, PA Point In Space Coordinates (Lat. 40°09'17" N., long. 79°33'39" W.)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point In Space serving Frick Community Hospital Heliport, excluding that portion that coincides with the Latrobe, PA Class E airspace area and the Connellsville, PA Class E airspace area.

\* \* \* \* \*

Issued in Jamaica, New York, on April 10, 1997.

**John S. Walker,**

*Manager, Air Traffic Division, Eastern Region.* [FR Doc. 97-10365 Filed 4-21-97; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Airspace Docket No. 97-AEA-17]

**Amendment to Class E Airspace; Bedford, PA**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment modifies the Class E airspace at Bedford, PA, to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14 and 32 at Bedford County Airport. The intended effect of this action is to provide adequate controlled airspace for instrument flight rules (IFR) operations at the airport.

**EFFECTIVE DATE:** 0901 UTC, July 17, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air

Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

**SUPPLEMENTARY INFORMATION:**

**History**

On February 13, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) by modifying Class E airspace at Clearfield, PA (62 FR 9397). This action would provide adequate Class E airspace for IFR operations at Bedford County Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comment objecting to the proposal were received.

Class E airspace areas designations are published in paragraph 6005 of FAA Order 7400.9D, dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

**The Rule**

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) modifies Class E airspace area at Bedford, PA, to accommodate a GPS RWY 14 SIAP and a GPS RWY 32 SIAP and for IFR operations at Bedford County Airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation—(1) is not “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 10034; 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 rule will not have 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).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows: