

(11) Decrease to idle and maintain the idle condition for 5 minutes.

(12) Perform an engine shutdown.

(c) During or following the endurance test the fuel and oil consumption must be determined.

33.51; 33.53; 33.55; 33.57

Noise requirements of FAR Part 36 Noise Standards Appendix J amended by amendments 36-1 through the latest amendment in effect at the time of Type Certification.

Issued in Fort Worth, Texas, on September 3, 1997.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 97-25010 Filed 9-18-97; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 89-ANE-05]

RIN 2120-AA64

#### **Airworthiness Directives; CFM International CFM56-2, -3, -3B, -3C, and -5 Series Turbofan Engines**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This notice proposes the revision of an existing airworthiness directive (AD), applicable to CFM International (CFMI) CFM56-2, -3, -3B, -3C, and -5 series turbofan engines, that currently requires repetitive magnetic chip detector (MCD) inspections and removal from service of certain No. 3 bearings. This action would remove the requirement for MCD inspections for certain No. 3 bearings if the bearing has 6,000 or more hours time in service since new, extend the removal from service date for certain No. 3 bearings, change the inspection interval for certain No. 3 bearings, delete a specific No. 3 bearing part number, and replace reference to specific maintenance manuals with service bulletins. Other requirements of the current AD would remain unchanged and be carried over into the proposed AD. This proposal is prompted by additional data which demonstrates a reduced bearing failure rate after a period of time in service, therefore, an acceptable level of safety can be maintained with a relaxation of some of the current AD requirements. The actions specified by the proposed AD are intended to prevent a No. 3

bearing failure, and a subsequent inflight engine shutdown.

**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. 89-ANE-05, 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.

The service information referenced in the proposed rule may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** Glorianne Messemer, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7132, 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 89-ANE-05." 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. 89-ANE-05, 12 New England Executive Park, Burlington, MA 01803-5299.

#### **Discussion**

On October 11, 1989, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 89-23-06, Amendment 39-6370 (54 FR 43581, October 26, 1989), to require a repetitive inspection and removal from service program for certain No. 3 bearings installed on CFM International (CFMI) CFM56-2, -3, -3B, -3C, and -5 series turbofan engines. That action was prompted by a high rate of No. 3 bearing failures on CFM56 engines. That condition, if not corrected, could result in a No. 3 bearing failure, and a subsequent inflight engine shutdown.

Since the issuance of AD 89-23-06, the FAA has received additional data concerning No. 3 bearing failures. This data demonstrates that the failure rate for No. 3 bearings with more than 6,000 hours time in service since new is significantly lower than for those with less than 6,000 hours. Therefore, the FAA has determined that an acceptable level of safety will be maintained with a relaxation of some of the current AD requirements.

In addition, since the issuance of AD 89-23-06, the manufacturer has also requested and obtained approval for an extension to the removal from service date for certain No. 3 bearings. The new date is December 31, 1997. Paragraphs (a)(2) and (b)(2) of the proposed rule reflect this new date.

Also, since the issuance of AD 89-23-06, the manufacturer has obtained approval for a new inspection interval for CFM56-2 series engines. The new interval is 75 hours. Paragraph (d) of the proposed rule reflects this new interval.

Further, since the issuance of AD 89-23-06, the manufacturer has advised the FAA that No. 3 bearing, Part Number (P/N) 1362M76P02, is not approved for CFM56-2 series engines. The manufacturer has confirmed that there are currently none in service, and have indicated that they do not plan to introduce any into service in the future. The manufacturer has therefore requested that this P/N be deleted from the AD. Paragraph (b) of the proposed rule omits this P/N.

Finally, this proposal deletes reference to specific maintenance manuals. Since issuance of AD 89-23-06, the manufacturer has issued service bulletins (SBs) which outline all aspects of the No. 3 bearing inspection and replacement program.

The FAA has reviewed and approved the technical contents of CFM56-2 SB No. 72-620, Revision 4, dated November 17, 1995, CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 17, 1995, and CFM56-5 Alert Service Bulletin (ASB) No. 72-A118, Revision 1, dated August 1, 1997, that describe the No. 3 bearing inspection and replacement program.

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 revise AD 89-23-06 to remove the requirement for MCD inspections for certain No. 3 bearings if the bearing has 6,000 or more hours time in service since new, extend the removal from service date for certain No. 3 bearings, change the inspection interval for certain No. 3 bearings, delete a specific No. 3 bearing P/N, and replace reference to specific maintenance manuals with service bulletins. Other requirements of the current AD would remain unchanged and be carried over into the proposed AD.

All changes introduced in the proposed rule are relaxatory in nature except for the new inspection interval in paragraph (d). The manufacturer has advised the FAA that there is only one engine not installed on a U.S. registered aircraft that would be affected by this new inspection interval. Therefore, no additional cost to U.S. operators is expected to result from this proposed relaxatory action.

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 "major rule" under Executive Order 12291; (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 removing Amendment 39-6370 (54 FR 43581, October 26, 1989) and by adding the following new airworthiness directive (AD):

**CFM International:** Docket No. 89-ANE-05. Revises AD 89-23-06, Amendment 39-6370.

**Applicability:** CFM International (CFMI) CFM56-2, -3, -3B, -3C, and -5 series turbofan engines, installed on but not limited to Airbus A319 and A320 series, McDonnell Douglas DC-8 series, and 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 (h) 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 No. 3 bearing failure and subsequent inflight engine shutdown, accomplish the following:

(a) For CFM56-3, -3B, and -3C series engines equipped with No. 3 bearings, Part Number (P/N) 9732M10P12 (Serial Number (S/N) series FAFDxxxx and FAFExxxx); 9732M10P18; or 1362M76P02 accomplish the following:

(1) Inspect the forward sump magnetic chip detector (MCD) in accordance with

CFM56-3/-3B/-3C Service Bulletin (SB) No. 72-530, Revision 3, dated November 17, 1995, within the next 50 hours time in service (TIS) after the effective date of this AD. Thereafter, inspect the forward sump MCD at intervals not to exceed 50 hours TIS since the last inspection (SLI) in accordance with CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 17, 1995, until accomplishment of paragraph (a)(2) of this AD, or, for bearing P/N 9732M10P12, until the 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 CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 17, 1995.

(2) Remove from service affected No. 3 bearings at the next shop visit, or before December 31, 1997, whichever occurs first.

(b) For CFM56-2 series engines equipped with No. 3 bearings, P/N 9732M10P12 (S/N series FAFDxxxx and FAFExxxx) or 9732M10P18, accomplish the following:

(1) Inspect the forward sump MCD in accordance with CFM56-2 SB No. 72-620, Revision 4, dated November 17, 1995, 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 CFM56-2 SB No. 72-620, Revision 4, dated November 17, 1995, until accomplishment of paragraph (b)(2) below, or, for bearing P/N 9732M10P12, until the 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.

(2) Remove from service affected No. 3 bearings at the next engine shop visit, or before December 31, 1997, whichever occurs first.

(c) For CFM56-3, -3B, and -3C series engines equipped with No. 3 bearings, P/N 9732M10P10; 9732M10P17; or 9732M10P12 (S/N series other than FAFDxxxx or FAFExxxx), inspect the forward sump MCD in accordance with CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 17, 1995, within the next 75 hours TIS after the effective date of this AD. Thereafter, inspect the forward sump MCD at intervals not to exceed 75 hours TIS SLI in accordance with CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 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 CFM56-3/-3B/-3C SB No. 72-530, Revision 3, dated November 17, 1995.

(d) For CFM56-2 series engines equipped with No. 3 bearings, P/N 9732M10P10; 9732M10P17; or 9732M10P12 (S/N series other than FAFDxxxx or FAFExxxx), inspect the forward sump MCD in accordance with the instructions of CFM56-2 SB No. 72-620, Revision 4, dated November 17, 1995, within the next 75 hours TIS after the effective date of this AD. Thereafter, inspect the forward sump MCD at intervals not to exceed 75 hours TIS SLI in accordance with CFM56-2 SB No. 72-620, Revision 4, dated November

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]

BILLING CODE 4910-13-U

## 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,