

Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and 5 U.S.C. 553, the NRC is proposing to adopt the following amendment to 10 CFR Part 32.

PART 32—SPECIFIC DOMESTIC LICENSES TO MANUFACTURE OR TRANSFER CERTAIN ITEMS CONTAINING BYPRODUCT MATERIAL

1. The authority citation for Part 32 continues to read as follows:

Authority: Secs. 81, 161, 183, 186, 68 Stat. 935, 948, 953, 954, as amended, (42 U.S.C. 2111, 2201, 2232, 2233); sec. 201, 88 Stat. 1242, as amended, (42 U.S.C. 5841).

2. In § 32.14, paragraph (d) is revised to read as follows:

§ 32.14 Certain items containing byproduct material; requirements for license to apply or initially transfer.

* * * * *

(d) The Commission determines that:
(1) The method of containment or binding of the byproduct material in the product is such that the radioactive material will be bound and will not become detached from the product under the most severe conditions which are likely to be encountered in normal use and handling.

(2) Prototype tests for automobile lock illuminators are prescribed by 10 CFR 32.40, Schedule A.

Dated at Rockville, Maryland, this 15th day of September, 1997.

For the Nuclear Regulatory Commission.

John C. Hoyle,

Secretary of the Commission.

[FR Doc. 97-24913 Filed 9-18-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 21

Proposed Airworthiness Standards for Acceptance Under the Primary Category Rule

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments.

SUMMARY: This notice requests comments on proposed airworthiness standards for acceptance of the Dragonfly Model 333 helicopter under 14 CFR 21.17(f), designation of applicable regulations for primary category aircraft.

DATES: Comments must be received on or before October 20, 1997.

ADDRESSES: Send all comments to the FAA, Rotorcraft Directorate, Aircraft

Certification Service, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110.

FOR FURTHER INFORMATION CONTACT: Scott Horn, Aerospace Engineer, Rotorcraft Standards Staff (ASW-110), Rotorcraft Directorate, Aircraft Certification Service, FAA; telephone number (817) 222-5125, fax number (817) 222-5961.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite interested parties to submit comments on the proposed airworthiness standards to the address specified above. The FAA will consider all communications received on or before the closing date before issuing the final acceptance. The proposed airworthiness standards and comments received may be inspected at the FAA, Rotorcraft Directorate, Aircraft Certification Service, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, TX 76137, between the hours of 7:30 a.m. and 4:00 p.m. weekdays, except Federal holidays.

Background

The "primary" category for aircraft was created specifically for the simple, low performance personal aircraft. Section 21.17(f) provides a means for applicants to propose airworthiness standards for their particular primary category aircraft. The FAA procedure establishing appropriate airworthiness standards includes reviewing and possibly revising the applicants proposal, publication of the submittal in the **Federal Register** for public review and comment, and addressing the comments. After all necessary revisions, the standards are published as approved FAA airworthiness standards.

Accordingly, the applicant has submitted a request to the FAA to include the Italian airworthiness authority's very light rotorcraft (VLR) rules as part of the primary category rotorcraft rules. The requester justifies this request by noting that the Italian airworthiness authority has approved the applicant's aircraft in Italy under the VLR rules. The FAA has considered the applicant's proposal and has determined that those 14 CFR part 27 and 33 requirements equivalent to the Italian VLR rules and certain additional airworthiness standards should apply.

Proposed Airworthiness Standards for Acceptance Under the Primary Category Rule (PCR)

PCR.1 Applicability

(a) This document prescribes airworthiness standards for the issue of

a type certificate and changes to that type certificate for the Dragon Fly Model 333, a Primary Category rotorcraft and its engine.

(b) Each person who applies under part 21 for a change to this certificate must show compliance with these requirements.

27.2(a), (b), and (c); 27.21; 27.25(a) and (b); 27.27; 27.29; 27.31; 27.33; 27.45(a), (b), (c), and (d); 27.51; 27.71; 27.73(a)(1)(i), (a)(1)(iii), and (a)(2)(i); 27.75(a)(1), (a)(2)(i), and (a)(3); 27.79(a), and (b)(1); 27.141(a), (b)(2), and (b)(3); 27.143(a), (b), (d), and (e);

PCR.143(c) A wind direction and velocity must be established in which the rotorcraft can be operated without loss of control on or near the ground in any maneuver appropriate to the type including crosswind takeoffs, sideward flight, and rearward flight with—

- (1) Critical weight;
- (2) Critical center of gravity;
- (3) Critical rotor RPM and
- (4) Altitude, from standard sea level conditions to the maximum altitude capability of the rotorcraft or 7000 feet, whichever is less.

27.151; 27.161; 27.171; 27.173; 27.175; 27.177; 27.231; 27.235; 27.239; 27.241; 27.251; 27.301; 27.305; 27.307; 27.309; 27.321; 27.337; 27.339; 27.341; 27.351; 27.361; 27.391; 27.395; 27.397; 27.399; 27.411; 27.427; 27.471; 27.473; 27.475; 27.477; 27.479; 27.481; 27.483; 27.485; 27.493; 27.497; 27.501; 27.505; 27.521; 27.547; 27.549; 27.561(a), (b)(1), and (c);

PCR.561(b)(2) Each occupant and each item of mass inside the cabin that could injure an occupant is restrained when subjected to the following ultimate inertial load factors relative to the surrounding structure: (i) Upward—3g. (ii) Forward—9g. (iii) Sideward—3g. (iv) Downward—9g.

27.571(a), (b), and (c); 27.601; 27.603; 27.605; 27.607; 27.609; 27.611; 27.613(a);

PCR.613(b) The design values must be so chosen that the probability of any structure being understrength because of material variations is extremely remote.

(c) Values contained in MIL-HDBK-5, MIL-HDBK-17 Part I, ANC-17 Part II, ANC-18, MIL-HDBK-23 Part I, and ANC-23 Part II must be used unless shown to be inapplicable in a particular case.

(d) The strength, detail design, and fabrication of the structure must minimize the probability of disastrous fatigue failure.

27.619; 27.621; 27.623; 27.625;

PCR.625(d) Each seat and safety belt with harness attachment to the structure must be shown by analysis, tests, or

both, to be able to withstand the inertia forces prescribed in PCR.561(b)(2) multiplied by a fitting factor of 1.33.

27.629; 27.653; 27.659; 27.661; 27.663; 27.671; 27.673; 27.675; 27.679; 27.681; 27.683; 27.685; 27.687; 27.691; 27.723; 27.725; 27.727; 27.731; 27.733; 27.735; 27.737; 27.751; 27.753; 27.755; 27.771; 27.773; 27.777; 27.779; 27.783; 27.785 (a), (b), (c), (e), (f), (g), (h), (i), and (j); 27.787; 27.807 (a), (b), and (c); 27.831; 27.853(a), (b), and (c)(1); 27.855; 27.859(a) and (b); 27.861; 27.863; 27.871; 27.873; 27.901;

PCR.903(a) Engine type certification. The engine must have an approved type certificate or meet the requirements provided in this document for the engine. The engine must be qualified in accordance with 33.49(d) or be otherwise approved for the intended usage.

27.903(b); 27.907; 27.917; 27.921; 27.923(a), (b), (c), (d), (f), (g), and (l); 27.927; 27.931; 27.935; 27.951; 27.955(a)(1), (2), (3), (4), (5), (6);

PCR.955(a)(7) The fuel filter required by 27.997 must be blocked to the degree necessary to provide the highest pressure drop across the filter prior to the filter going into bypass. 27.955(b) and (c); 27.959; 27.961; 27.963[Amdt. 27-23];

PCR.965 Fuel Tank Tests. Each fuel tank must be able to withstand, without failure or leakage:

(a) For each conventional metal tank and nonmetallic tank with walls not supported by the rotorcraft structure, a pressure of 3.5 p.s.i.

(b) For each integral tank, the pressure developed during the maximum limit acceleration of the rotorcraft with a full tank, with simultaneous application of the critical limit structure loads.

(c) For each nonmetallic tank with walls supported by the rotorcraft structure and with actual support conditions, a pressure of 2.0 p.s.i. The supporting structure must be designed for the critical loads occurring in the flight or landing condition combined with the fuel pressure loads resulting from the corresponding accelerations. 27.969;

PCR.971 Fuel Tank Sump. (a) Each fuel tank must have a drainable sump with an effective capacity in any ground attitude to be expected in service of 0.10 percent of the tank capacity or 120 cc, whichever is greater, unless—

(1) The fuel system has a sediment bowl or chamber that is accessible for preflight drainage and has a minimum capacity; and

(2) Each fuel tank drain is located so that in any ground attitude to be

expected in service, water will drain from all parts of the tank to the sediment bowl or chamber.

(b) Each sump, sediment bowl, and sediment chamber drain required by this section must comply with the drain provisions of paragraph 27.999(b). 27.973; 27.975; 27.977; 27.991; 27.993; 27.995; 27.997; 27.999;

PCR.1011 Engine Oil System: General.

(a) Each engine must have an independent oil system that can supply it with the appropriate quantity of oil at a temperature not above that safe for continuous operation.

(b) The usable capacity of each oil system may not be less than the product of the endurance of the rotorcraft under critical operating conditions and the maximum oil consumption of the engine under the same conditions.

(c) If an engine depends upon a fuel/oil mixture for lubrication, then a reliable means of providing it with the appropriate mixture must be established.

27.1013; 27.1015; 27.1017; 27.1019(b); 27.1021; 27.1027; 27.1041; 27.1043; 27.1045; 27.1091; 27.1093; 27.1121; 27.1123; 27.1141; 27.1143; 27.1145; 27.1147; 27.1163; 27.1183; 27.1185; 27.1187; 27.1189; 27.1191; 27.1193(a), (b), (c), (d), and (e); 27.1194; 27.1301; 27.1303; 27.1305(a), (c) through (m), (r);

PCR.1305(b) A cylinder head temperature warning device to indicate when the temperature exceeds a safe value.

27.1307; 27.1309(a) and (c); 27.1321(a) and (c); 27.1322; 27.1323(a) and (b); 27.1325(a), (c), and (d); 27.1327; 27.1337; 27.1351; 27.1353; 27.1357; 27.1361(a) and (c); 27.1365; 27.1367; 27.1401; 27.1411; 27.1413; 27.1461; 27.1501; 27.1503; 27.1505; 27.1509; 27.1521; 27.1523; 27.1525; 27.1527; 27.1529; 27.1541; 27.1543; 27.1545; 27.1547; 27.1549; 27.1551; 27.1553; 27.1555; 27.1557(a), (b), and (d);

PCR.1557(c) Fuel and Oil Filler Openings Marking. The following apply:

(1) Fuel filler openings must be marked at or near the filler cover with—

(i) The word “fuel”;

(ii) For reciprocating engine powered rotorcraft, the minimum fuel grade; and

(iii) For each two stroke engine without a separate oil system, the fuel/oil mixture.

(2) Oil filler openings must be marked at or near the filler cover with the word “oil”.

27.1559; 27.1565; 27.1581; 27.1583; 27.1585; 27.1587; 27.1589; 33.5; 33.7 (a) and (b); 33.8; 33.15; 33.17(a), (b), (c), and (e);

PCR.33.19 Engine design and construction must minimize the development of an unsafe condition of the engine between overhaul periods. 33.21; 33.23; 33.25; 33.29(a); 33.31; 33.33; 33.35; 33.37; 33.39;

PCR.33.39(d) For engine lubrication depending upon oil premixed with fuel in a declared fixed percentage, it must be demonstrated that this mixture can assure appropriate engine lubrication, throughout the range of conditions in which the rotorcraft is expected to operate, to include reduced fuel consumption conditions.

33.41; 33.42;

PCR.33.43 Vibration test. Each engine must undergo a vibration survey when installed in the airframe to show compliance with 27.907 and 33.33. The survey must be conducted throughout the expected operating range of rotational speed and power of the engine. Each accessory drive and mounting attachment must be loaded with the maximum loads expected in service.

33.45; 33.47;

PCR.33.49 Endurance Test

(a) The engine must be subjected to an endurance test that includes a total of 50 hours of operation and consists of the cycles specified in (b) below.

(b) Each cycle consists of 120 minutes of run time and must be conducted as follows:

(1) A start and idle period of 5 minutes.

(2) Increase to takeoff torque and maximum speed for takeoff torque and maintain the takeoff condition for a period of 5 minutes.

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

(4) Increase to takeoff torque and maximum speed for takeoff torque and maintain the takeoff condition for a period of 5 minutes.

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

(6) Increase to takeoff torque and maximum speed for takeoff torque and maintain the takeoff condition for a period of 5 minutes.

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

(8) Increase to 75 percent of maximum continuous torque and maximum speed for 75 percent of maximum continuous torque and maintain this condition for a period of 15 minutes.

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

(10) Increase to maximum continuous torque and maximum speed for maximum continuous torque and maintain this condition for a period of 60 minutes.

(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.*

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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.