

(i) If a crack indication is found, borescope or FPI the area where the crack was indicated, in accordance with any one of the SBs cited in paragraph (a) of this AD. Depending on the crack size, accomplish the following:

(A) The diffuser case may continue in service provided it is inspected at intervals not to exceed 50 CIS since last borescope inspection, if the circumferential crack dimension "B", is less than 0.5 inches long, and the axial crack dimension "A" is less than 0.8 inches long, in accordance with any one of the SBs cited in paragraph (a) of this AD.

(B) The diffuser case may continue in service for a maximum of 5 CIS, if the axial crack dimension "A" is equal to or greater than 0.8 inches but less than or equal to 1.0 inch, in accordance with any one of the SBs cited in paragraph (a) of this AD.

(C) Remove from service prior to further flight the diffuser case when the axial crack dimension "A" is greater than 1.0 inch, in accordance with any one of the SBs cited in paragraph (a) of this AD.

(ii) Diffuser cases with no cracks at boss six, perform an ECI at intervals not to exceed 650 CIS since the last boss 6 inspection, in accordance with any one of the SBs cited in paragraph (a) of this AD.

(b) At the next diffuser module disassembly when all hardware is stripped off the diffuser case, but not to exceed 6,000 CIS after the effective date of this AD, inspect diffuser cases, P/Ns 790541, 798379, 789996, 5004770-01, or 5000366-02, for existence of web material at ten boss locations, in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996.

(1) Rework the diffuser case assembly in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996. This rework removes web material at 10 boss locations.

(2) Perform an etch and an ultra-high fluorescent penetrant inspection (FPI) of the reworked areas in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996, to ensure that there are no crack indications.

(3) If a crack indication is discovered, repair, and perform an ECI and an FPI in accordance with Engine Manual Section 72-41-02, Repair-28, or remove the diffuser case from service and replace with a serviceable part.

(4) Perform an x-ray inspection of the reworked areas (all 10 boss locations and 2 mount pad locations) in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996, to ensure that there are no crack indications. Additionally, the x-ray inspection is performed to assure that there are no cracks, incomplete fusion, incomplete penetration, voids, porosity, or inclusions from previous local weld repairs. If any of these defects are discovered, repair per PW JT9D-7R4 Engine Manual, Section 72-41-02, Repair-28, or remove the diffuser case from service and replace with a serviceable part.

(5) Determine if local stress relief was performed previously, and if weld repairs have been performed at any of the boss locations described in the above SB, through reviewing maintenance records. If

maintenance records cannot be located, or maintenance records indicate that a weld repair with no stress relief or a weld repair with a local stress relief that has been performed at any of the 10 boss locations or 2 mount pad locations, perform furnace stress relief and FPI of the diffuser case assemblies in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996.

(6) Shotpeen the reworked areas in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996.

(7) Remark the diffuser case assembly with a new part number in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996.

(c) At the next shop visit, but not to exceed 6,000 CIS after the effective date of this AD, for diffuser case assembly, P/Ns 790541-002, 790541-003, 798379-003, 798379-004, 789996-002, 789996-003, 5000366-021, 5000366-022, 5004770-022, and 5004770-023, that have been previously reworked to remove web material at any boss locations prior to the effective date of this AD in accordance with the original issue of PW SB No. JT9D-7R4-72-469, dated October 2, 1992, accomplish the following:

(1) Unless maintenance records indicate that x-ray inspections were performed at the last shop visit where diffuser case repairs were accomplished at the 10 boss locations, prior to the effective date of this AD, in accordance with PW JT9D-7R4 Engine Manual, Section 72-41-02, Repair-28, perform an x-ray inspection of all 10 boss locations and 2 mount pad locations in accordance with the x-ray requirements of PW JT9D-7R4 Engine Manual, Section 72-41-02, Repair-28.

(2) Determine if any previous weld repairs have been performed at any of the boss locations described in the above SB through reviewing maintenance records. If maintenance records cannot be located, or maintenance records indicate that a weld repair with no stress relief or with a local stress relief has been performed at any of the boss locations, perform furnace stress relief, FPI, and shotpeen diffuser case assemblies in accordance with PW SB No. JT9D-7R4-72-469, Revision 3, dated January 24, 1996.

(d) For the purpose of this AD, shop visit is defined as separation of diffuser case at "K" and "M" flanges.

(e) For the purpose of this AD, an assembled diffuser case in the shop is defined as a diffuser case either mounted or dismounted from the engine, but with external hardware removed to perform the inspections.

(f) Installation of diffuser case, P/N 815736, in accordance with the requirements of PW SB No. JT9D-7R4-72-533, dated August 29, 1996, constitutes terminating action for this AD.

(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. Operators shall submit their requests 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.

(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.

Issued in Burlington, Massachusetts, on November 28, 1997.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 97-31967 Filed 12-5-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-26]

Proposed Amendment to Class E Airspace; New Bern, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at New Bern, NC. The required weather observation information is available on a continuous basis to the air traffic control providing service to New Bern, Craven County, NC, Airport. Therefore, the Class E surface area airspace at New Bern, NC, meets the requirement for modification from part time to continuous.

DATES: Comments must be received on or before January 7, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 97-ASO-26, Manager, Airspace Branch, ASO-520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5581.

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 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. 97-ASO-26." The postcard will be date/time stamped and returned to the commenter. All communications received 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 the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, 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 NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Airspace Branch, ASO-520, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs 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 the Class E airspace area at New Bern, NC. The required weather observation information is available on a continuous basis to the air traffic control facility providing service to New Bern, Craven County, NC, Airport. Therefore, the Class E surface area airspace at New Bern, NC, meets the requirement for modification from part time to continuous. Class E airspace

areas designated as a surface area for an airport are published in Paragraph 6002 of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations 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. It, therefore, (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 rule, when promulgated, 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

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR 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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

Paragraph 6002 Class E airspace areas designated as a surface area for an airport.

* * * * *

ASO NC E2—New Bern, NC [Revised]

New Bern, Craven County Regional Airport, NC

(Lat 35°04'21" N, long. 77°02'37" W)

New Bern VOR/DME

(Lat 35°04'23" N, long 77°02'42" W)

Within a 4-mile radius of Craven County Regional Airport and within 2.4 miles each side of New Bern VOR/DME 038° and 210° radials, extending from the 4-mile radius northeast and southwest of the VOR/DME.

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Issued in College Park, Georgia, on November 24, 1997.

Nancy B. Shelton,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 97-32035 Filed 12-5-97; 8:45 am]

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[DEA No. 173P]

Schedules of Controlled Substances: Proposed Placement of Sibutramine Into Schedule IV

AGENCY: Drug Enforcement Administration (DEA), Justice.

ACTION: Notice of proposed rulemaking.

SUMMARY: This proposed rule is issued by the Acting Deputy Administrator of the DEA to place the substance, sibutramine, including its salts and optical isomers into Schedule IV of the Controlled Substances Act (CSA). This proposed action is based on a recommendation from the Assistant Secretary for Health of the Department of Health and Human Services (DHHS) that sibutramine be added to Schedule IV and on an evaluation of the relevant data by the DEA. If finalized, this action will impose the regulatory controls and criminal sanctions of Schedule IV on those who handle sibutramine and products containing sibutramine.

DATES: Comments, objections, and requests for a hearing must be received on or before January 7, 1998.

ADDRESSES: Comments, objections and requests for a hearing should be submitted in quintuplicate to the Acting Deputy Administrator, Drug Enforcement Administration, Washington, D.C. 20537, Attn.: DEA Federal Register Representative/CCR.

FOR FURTHER INFORMATION CONTACT: Frank Sapienza, Chief, Drug and Chemical Evaluation Section, Drug Enforcement Administration, Washington, D.C. 20537, (202) 307-7183.