

from the aircraft, and replace with a serviceable engine not identified by ESN in Table 1 of CFMI CFM56-3/-3B/-3C SB No. 72-877, Revision 1, dated June 15, 1998, or replace the suspect starter gearshaft with a serviceable gearshaft, in accordance with the Accomplishment Instructions of CFMI CFM56-3/-3B/-3C SB No. 72-877, Revision 1, dated June 15, 1998; within 2,100 hours TIS after the effective date of this AD, or by February 1, 1999, whichever occurs first.

(c) Report within 5 working days of replacement of the starter gearshaft to the FAA if the ESN listed in Table 1 of CFMI CFM56-3/-3B/-3C SB No. 72-877, Revision 1, dated June 15, 1998, does not directly correspond to the adjoining starter gear shaft

serial number to verify that all affected parts have been removed from service. Report to the Manager, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; Fax (781) 238-7199. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(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, 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.

(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.

(f) The actions required by this AD shall be done in accordance with the following CFMI CFM56-3/-3B/-3C SB:

Document No.	Pages	Revision	Date
72-877	1-49	1	June 15, 1998.
Total pages:	49.		

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, OH 45215; telephone (513) 552-2981, fax (513) 552-2816. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 28, 1998.

Issued in Burlington, Massachusetts, on September 2, 1998.

David A. Downey,
Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 98-24183 Filed 9-10-98; 8:45 am]
BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANE-93]

Establishment of Class E Airspace; Fitchburg, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which establishes a Class E airspace area at Fitchburg, MA, to provide for adequate controlled airspace for those aircraft using the new GPS RWY 32 Instrument

Approach Procedure to Fitchburg Municipal Airport, Fitchburg, MA (KFIT).

EFFECTIVE DATE: The direct final rule published at 63 FR 40173 is effective 0901 UTC, October 8, 1998.

FOR FURTHER INFORMATION CONTACT: David T. Bayley, Airspace Branch, ANE-520.3, New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7523; fax (781) 238-7596.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on July 28, 1998 (63 FR 40173). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on October 8, 1998. No adverse comments were received, and thus this notice confirms that this direct rule will become effective on that date.

Issued in Burlington, MA, on September 3, 1998.

Bill Peacock,
Manager, Air Traffic Division, New England Region.
[FR Doc. 98-24421 Filed 9-10-98; 8:45 am]
BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ANE-94]

Amendments to Class E Airspace; Bennington, VT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This notice confirms the effective date of a direct final rule which revises the Class E airspace area at Bennington, VT, to provide for adequate controlled airspace for those aircraft using the new GPS RWY 13 Instrument Approach Procedure to William H. Morse State Airport, Bennington, VT (K5B5).

EFFECTIVE DATE: The direct final rule published at 63 FR 40174 is effective 0901 UTC, October 8, 1998.

FOR FURTHER INFORMATION CONTACT: David T. Bayley, Airspace Branch, ANE-520.3, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7523; fax (781) 238-7596.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with a request for comments in the **Federal Register** on July 28, 1998 (63 FR 40174). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received