

Aviation Regulations (14 CFR 39.13) as follows:

#### PART 39—[AMENDED]

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 1354(a), 1421 and 1423; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); and 14 CFR 11.89.

#### § 39.13 [Amended]

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

**CFM International:** Applies to CFM International (CFMI) CFM56-2/-3/-3B/-3C/-5 series turbofan engines.

Compliance is required as indicated, unless already accomplished.

To prevent failure of Number 3B bearings, accomplish the following:

(a) For CFM56-3/-3B/-3C series engines equipped with Number 3B bearings, Part Numbers (P/N) 9732M10P12 (Serial Number (S/N) series FAFDxxxx and FAFExxxx); 9732M10P18; and 1362M76P02 accomplish the following:

(1) Inspect the forward sump magnetic plug chip detector in accordance with the instructions of Appendix I, within the next 50 hours time in service (TIS) after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS since last inspection (SLI) in accordance with the instructions of Appendix I to this AD until accomplishment of paragraph (a)(2) below. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of Appendix I to this AD.

(2) Remove from service affected Number 3B bearings at the next shop visit, or on or before October 31, 1991, whichever occurs first.

**Note:** Shop visit is defined as exposure of the inlet gearbox.

(b) For CFM56-2 series engines equipped with Number 3B bearings, P/N 9732M10P12 (S/N series FAFDxxxx and FAFExxxx); 9732M10P18; and 1362M76P02 accomplish the following:

(1) Inspect the forward sump magnetic plug chip detector in accordance with the instructions of Appendix II to this AD, within the next 50 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS SLI in accordance with the instructions of Appendix II to this AD until accomplishment of paragraph (b)(2) below. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of Appendix II to this AD.

(2) Remove from service affected Number 3B bearings at the next shop visit, or on or before October 31, 1991, whichever occurs first.

**Note:** Shop visit is defined as exposure of the inlet gearbox.

(c) For CFM56-3/-3B/-3C series engines equipped with Number 3B bearings, P/N 9732M10P10; 9732M10P17; and 9732M10P12 (S/N series other than FAFDxxxx or FAFExxxx), accomplish the following:

Inspect the forward sump magnetic plug chip detector in accordance with the instructions of Appendix I to this AD, within the next 75 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 75 hours TIS SLI in accordance with the instructions of Appendix I to this AD. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of Appendix I to this AD.

(d) For CFM56-2 series engines equipped with Number 3B bearings, P/N 9732M10P10; 9732M10P17; and 9732M10P12 (S/N series other than FAFD or FAFE), accomplish the following:

Inspect the forward sump magnetic plug chip detector in accordance with the instructions of Appendix II to this AD, within the next 375 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 375 hours TIS SLI in accordance with the instructions of Appendix II to this AD. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of Appendix II to this AD.

(e) For CFM56-5 series engines equipped with Number 3B bearing, P/N 9542M60P01, accomplish the following:

Inspect the forward sump magnetic plug chip detector in accordance with the instructions of Appendix III, within the next 50 hours TIS after the effective date of this AD. Thereafter, reinspect the forward sump magnetic plug chip detector at intervals not to exceed 50 hours TIS SLI in accordance with Appendix III to this AD. Remove from service, prior to further flight, engines which exhibit magnetic plug chip detector metallic debris defined as not serviceable in accordance with the instructions of Appendix III to this AD.

**Note:** Bearing P/N 9732M10P12 (S/N series FAFDxxxx and FAFExxxx) inspected as previously required under Amendment 39-6196, AD 89-17-04, is considered in compliance with the requirements of paragraphs (a) and (b) of this AD.

(f) Aircraft may be ferried in accordance with the provisions of FAR 21.197 and 21.199 to a base where the AD may be accomplished.

(g) Upon submission of substantiating data by an owner or operator through an FAA Airworthiness Inspector, an alternate method of compliance with the requirements of this AD or adjustments to the compliance times specified in this AD, may be approved by the Manager, Engine Certification Office, ANE-140, Engine and Propeller Directorate, Aircraft Certification Service, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803.

This amendment supersedes AD 89-17-04, Amendment 39-6196 [54 FR 32436].

This amendment becomes effective on November 11, 1989.

Issued in Burlington, Massachusetts, October 11, 1989.

Jack A. Sain,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

#### Appendix I

**Note:** Boeing CFM 737-300/400 Maintenance Manual, Document No. D6-37588-388, dated November 15, 1988, Chapter-Section 79-00-00, Paragraph 5 "Inspection/Check", pertains to this inspection.

#### Appendix II

**Note:** CFMI CFM56-2 Maintenance Manual, dated February 28, 1989, Chapter-Section 79-00-00, Paragraph 6 "Inspection/Check", pertains to this inspection.

#### Appendix III

**Note:** Airbus A320 Aircraft Maintenance Manual, Revision 8, dated February 1, 1989, Chapter-Section 79-21-10 "Inspection/Check", pertains to this inspection.

[FR Doc. 89-25205 Filed 10-25-89; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 89-ASO-35]

#### Designation of Transition Area, Greensboro, GA

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

**ACTION:** Final rule.

**SUMMARY:** This amendment designates the Greensboro, GA, transition area. A Standard Instrument Approach Procedure (SIAP) has been developed to serve the Greene County Airport based on the Greensboro nondirectional radio beacon (NDB). This action lowers the floor of controlled airspace from 1,200 to 700 feet above the surface in vicinity of the airport for protection of instrument flight rules (IFR) aeronautical operations. Concurrent with publication of the SIAP, the operating status of the airport will change from visual flight rules (VFR) to IFR.

**EFFECTIVE DATE:** 0901 u.t.c., April 5, 1990.

**FOR FURTHER INFORMATION CONTACT:** James G. Walters, Airspace Section, Airspace and Procedures Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone: (404) 763-7646.

## SUPPLEMENTARY INFORMATION:

## History

On August 22, 1989, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to designate the Greensboro, GA, transition area (54 FR 34789). The floor of controlled airspace would be lowered from 1,200 to 700 feet above the surface in vicinity of the Greene County Airpark Airport. A new NDB SIAP has been developed for the airport and the additional controlled airspace is necessary for protection of IFR aeronautical operations. The operating status of the airport will change from VFR to IFR concurrent with publication of the SIAP. 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. Section 71.181 of part 71 of the Federal Aviation Regulations was republished in FAA Handbook 7400.6E dated January 3, 1989.

## The Rule

This amendment to part 71 of the Federal Aviation Regulations designates the Greensboro, GA, transition area. This action lowers the floor of controlled airspace from 1,200 to 700 feet above the surface in vicinity of the airport for protection of IFR aeronautical operations.

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. It, therefore, (1) is not a "major rule" under Executive Order 12291; (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 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

Aviation safety, Transition areas.

## Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

## PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 1348(a), 1354(a), 1510; 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983); 14 CFR 11.69.

## § 71.181 [Amended]

2. § 71.181 is amended as follows:

## Greensboro, GA [New]

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Greene County Airpark Airport (latitude 33°35'57" N, longitude 83°08'13" W); within three miles each side of the 072° bearing from the Greensboro NDB (latitude 33°35'41" N, longitude 83°08'27" W), extending from the 6.5-mile radius area to 8.5 miles east of the NDB.

Issued in East Point, Georgia, on October 12, 1989.

Don Cass,

Acting Manager, Air Traffic Division,  
Southern Region.

[FR Doc. 89-25206 Filed 10-25-89; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF EDUCATION

## 34 CFR Part 30

## Debt Collection

AGENCY: Department of Education.

ACTION: Final regulations; correction.

**SUMMARY:** On August 30, 1988, amendments to the final regulations for 34 CFR part 30, titled "Debt Collection," governing the use of administrative offset to collect debts held by the Secretary were published at 53 FR 33424. In that document § 30.20, paragraphs (c), (d), and (e) were redesignated as paragraphs (b), (c), and (d), respectively. However, redesignated paragraph (c) contains cross references that were not revised in the August 30 amendments. In order to correct the error, this document correctly revises the cross reference in newly designated § 30.20 (c)(1) and (c)(2).

**FOR FURTHER INFORMATION CONTACT:** David T. Dexter, Director, Credit Management Improvement Staff, Office of Management, U.S. Department of Education, 400 Maryland Avenue SW., Room 3017 FOB-6, Washington, DC 20202. Telephone: (202) 732-4194.

Authority: 20 U.S.C. 1221e-3(a)(1), and 1226a-1, 31 U.S.C. 3711(e), 31 U.S.C. 3716(b) and 3720A, unless otherwise noted.

Dated: October 20, 1989.

Gary J. Rasmussen,

Acting Deputy Under Secretary for  
Management.

## § 30.20 [Corrected]

In the final regulations published on August 30, 1988, on page 33425, in the third column, in the amendments to § 30.20, the following changes are added. The cross reference to "(c)(4)" in newly designated paragraph (c)(1) is corrected to read "(b)(4)" and the cross reference to "(d)(1)" in newly designated paragraph (c)(2) is corrected to read "(c)(1)".

[FR Doc. 89-25179 Filed 10-25-89; 8:45 am]

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## 34 CFR Part 208

RIN 1810-AA40

## Mathematics and Science Education Program; State Grants

AGENCY: Department of Education.

ACTION: Final rule; correction.

**SUMMARY:** On August 10, 1989, the Secretary published in the *Federal Register* at 54 FR 32936 final regulations for the Mathematics and Science Education Program. Under the "EFFECTIVE DATE" section of the preamble to those final regulations, §§ 208.11 and 208.22 were cited as not being approved by the Office of Management and Budget under the Paperwork Reduction Act of 1980. In fact, those sections had been approved under OMB control number 1810-0515.

**EFFECTIVE DATE:** The regulations for part 208, including §§ 208.11 and 208.22, were effective on September 24, 1989.

**FOR FURTHER INFORMATION CONTACT:** Ms. Genevieve W. Cornelius, Director, Division of Formula Grants, School Improvement Programs, Office of Elementary and Secondary Education, U.S. Department of Education, 400 Maryland Avenue, SW., Washington, DC 20202-6246. Telephone: (202) 732-4062.

Dated: October 16, 1989.

Daniel Bonner,

Acting Assistant Secretary for Elementary and Secondary Education.

## § 208.11 [Corrected]

On page 32938, column 2, § 208.11 is corrected by adding the following statement after the section: "(Approved by the Office of Management and Budget under Control Number 1810-0515)".

**§ 208.22 [Corrected]**

On page 32939, column 1, § 208.22 is corrected by adding the following statement after the section: "(Approved by the Office of Management and Budget under Control Number 1810-0515)".

[FR Doc. 89-25201 Filed 10-25-89; 8:45 am]

BILLING CODE 4000-01-M

## Office of Elementary and Secondary Education

### 34 CFR Part 219

#### Assistance for School Expenditures and Construction in Cases of Certain Disasters; Correction

**AGENCY:** Department of Education.

**ACTION:** Final rule; correction.

**SUMMARY:** This document corrects an error made in the final regulations published in the *Federal Register* on October 4, 1988 (53 FR 39018) concerning assistance for school expenditures and construction in cases of certain disasters.

**FOR FURTHER INFORMATION CONTACT:** Mr. Charles Hansen, Director, Impact Aid Programs, U.S. Department of Education, 400 Maryland Avenue, SW., Room 2079, Washington, DC 20202-6272. Telephone: (202) 732-3637.

#### SUPPLEMENTARY INFORMATION:

Program Authority: 20 U.S.C. 241-1 and 646. (Catalog of Federal Domestic Assistance No. 84.041, School Assistance in Federally Affected Areas—Maintenance and Operations.)

Dated: October 16, 1989.

Daniel F. Bonner,

*Acting Assistant Secretary, Elementary and Secondary Education.*

**§ 219.22 [Corrected]**

On page 39019, column 2, item 5, § 219.22 should be corrected by removing the period at the end of the sentence and adding "and by redesignating paragraphs (a)(1), (a)(2), and (a)(3) as (a), (b), and (c), respectively."

[FR Doc. 89-25200 Filed 10-25-89; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 46 CFR Part 153

[CGD 88-100]

RIN 2115-AC35

#### Bulk Hazardous Materials; Correction

**AGENCY:** Coast Guard, DOT.

**ACTION:** Interim final rule; correction.

**SUMMARY:** In the interim final rule concerning bulk hazardous materials which was published on September 29, 1989 (54 FR 40005) a paragraph appearing in the previously existing regulation was inadvertently omitted. This paragraph is added without change.

**EFFECTIVE DATE:** September 29, 1989.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Curtis G. Payne, Hazardous Materials Branch, (202) 267-1577.

On page 40056, in the first column, following the heading of Table 2 in part 153, correct the table to add the following introductory paragraph to read as follows:

#### § 153.1608 [Table 2 amended]

"The cargoes listed in this table are not regulated under subchapter D or O of this title when carried in bulk on non-oceangoing barges. Category A, B, or C noxious liquid substance (NLS) cargo, as defined in § 153.2 of this chapter, listed in this table, or any mixture containing one or more of these cargoes, must be carried under this subchapter if carried in bulk on an oceangoing ship. Requirements for Category D NLS cargoes and mixtures of non-NLS cargoes with Category D NLS cargoes are in 33 CFR part 151."

Dated: October 20, 1989.

M.J. Schiro,

*Captain, U.S. Coast Guard, Acting Chief, Office of Marine Safety, Security and Environmental Protection.*

[FR Doc. 89-25199 Filed 10-25-89; 8:45 am]

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