TABLE 1—ADDITIONAL BORESCOPE INSPECTION CRITERIA—Continued

If the engine has experienced:	Then borescope inspect:
(2) A shift in the smoothed EGT trending data that exceeds 18° F (10° C), but is less than or equal to 36° F (20° C).	Within 10 cycles.
(3) A shift in the smoothed EGT trending data that exceeds 36° F (20° C).	Before further flight.
(4) A flightcrew reported vibration determined to be caused by the high-pressure rotor (N2).	Within 10 cycles from the report.

Actions Required for Engines With Damaged HPT Rotor Blades

(i) Remove the engine before further flight if the engine fails the borescope inspection in paragraph (f), (g), or (h) of this AD.

(j) Before returning the engine to service, fluorescent penetrant inspect the inner diameter surface forward cone body (forward spacer arm) of the LPT rotor stage 3 disk. If a crack is found or if a circumferential band of fluorescence appears, permanently remove the disk from service.

EGT System Checks

(k) Inspect the turbine midframe (TMF) liner for clocking and subsequent damage to the EGT probes, within 50 cycles from the effective date of this AD or before accumulating 750 CSLI of the TMF liner for clocking, whichever occurs later. You can find further guidance about TMF liner inspections in Table 2 of this AD.

(l) Thereafter, inspect the TMF liner for clocking and subsequent damage to the EGT probes within every 750 CSLI. You can find further guidance about TMF liner inspections in Table 2 of this AD.

(m) If the engine shows TMF liner clocking resulting in wear through 100% of the wall thickness of the thermocouple guide sleeve, remove the engine and repair the TMF and any damage to the EGT probes before further flight. You can find further guidance about TMF liner inspections in Table 2 of this AD.

(n) Check the resistance of the EGT system within 50 cycles from the effective date of this AD or before accumulating 750 cycles-since-the-last-resistance check of the EGT system, whichever occurs later. You can find further guidance about the EGT resistance check in Table 2 of this AD.

(o) Thereafter, check the resistance of the EGT system within every 750 CSLI. You can find further guidance about EGT resistance checks in Table 2 of this AD.

(p) Repair or replace any EGT system component that fails this check, before further flight. You can find further guidance about the EGT resistance check in Table 2 of this AD.

Definitions

(q) For the purposes of this AD, an EGT above redline is a confirmed over temperature indication that is not a result of EGT system error. You can find further guidance about troubleshooting EGT above redline in Table 2 of this AD.

(r) For the purposes of this AD, a shift in the smoothed EGT trending data is a shift in a rolling average of EGT that can be confirmed by a corresponding shift in the trending of fuel flow or fan speed/core speed relationship. You can find further guidance about evaluating EGT trend data in GE Company Service Rep Tip 373 "Guidelines For Parameter Trend Monitoring."

TABLE 2—AMM REFERENCES FOR FURTHER GUIDANCE

Engine inspections	Boeing 747/CF6–50/–45 AMM ATA	Boeing DC–10/CF6–50 AMM ATA	Boeing MD–10/CF6–50 AMM ATA	Airbus A300/CF6–50 AMM ATA
Borescope Inspection of HPT Rotor Stage 1 and Stage 2 Blades.	72–00–00, 601	72–53–00	72–53–00	72–53–00.
Exceeded EGT Limit	72–00–00, 601	72–00–00, 601	72–00–00, 6–1	72–00–00, 601.
EGT Resistance Check	77–21–00, 501	77–21–00	77–21–01	77–21–00.
TMF Liner Clocking	72–00–00, 601, and 72–52–00.	72–54–00	72–54–00 and 77–21–01	72–54–00.

Previous Credit

(s) A borescope inspection performed before the effective date of this AD using AD 2010–06–15 and within the last 75 cycles, satisfies the initial borescope inspection requirement in paragraph (f) of this AD.

Alternative Methods of Compliance

(t) Alternative methods of compliance previously approved for AD 2010–06–15, are not approved for this AD.

(u) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(v) Contact Christopher J. Richards, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; *e-mail: christopher.j.richards@faa.gov; phone:* (781) 238–7133; fax: (781) 238–7199, for more information about this AD.

Material Incorporated by Reference

(w) None.

Issued in Burlington, Massachusetts, on June 4, 2010.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2010–13873 Filed 6–7–10; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2010–0053; Airspace Docket No. 10–ASO–12]

Establishment of Class E Airspace; Quitman, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This action confirms the effective date of a direct final rule published in the **Federal Register** April 1, 2010 that establishes Class E Airspace at Quitman Brooks County Airport, Quitman, GA.

DATES: *Effective Date:* 0901 UTC, June 9, 2010.

FOR FURTHER INFORMATION CONTACT: Melinda Giddens, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5610.

SUPPLEMENTARY INFORMATION:

Confirmation of Effective Date

The FAA published this direct final rule with a request for comments in the **Federal Register** on April 1, 2010 (75 FR 16333), Docket No. FAA–2010–0053; Airspace Docket No. 10–ASO–12. 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 June 3, 2010. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on May 27, 2010.

Barry A. Knight,

Acting Manager, Operations Support Group Eastern Service Center, Air Traffic Organization.

[FR Doc. 2010–13636 Filed 6–8–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2010–0502; Airspace Docket No. 10–AAL–15]

Revocation and Establishment of Class E Airspace; Nuiqsut, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action removes and establishes Class E airspace on the north slope of Alaska near Nuiqsut, AK, to provide controlled airspace to contain aircraft executing special Instrument Approach Procedures (IAPs) at two heliport facitities, Pioneer Heliport (AA27), Nuiqsut, AK, and Oooguruk Island Heliport (AK32), Nuiqsut, AK, both formerly known as Oooguruk Drill Site and Oooguruk Tie-in Helipads, respectively. The FAA is taking this action to enhance the safety and management of Instrument Flight Rules (IFR) operations at the Pioneer and Oooguruk Island Heliports, AK.

DATES: *Effective Date:* 0901 UTC, July 29, 2010. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Gary Rolf, AAL–538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513–7587; telephone number (907) 271–5898; *fax:* (907) 271–2850; *e-mail: gary.ctr.rolf@faa.gov.* Internet address: *http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/rulemaking/.*

SUPPLEMENTARY INFORMATION:

History

On Thursday September 3, 2009, the FAA amended Title 14 Code of Federal Regulations (14 CFR) part 71, to establish Class E airspace upward from 700 ft. above the surface and from 1,200 ft. above the surface at two privately owned heliport facilities at Oooguruk, AK (74 FR 45554). The two heliports were named "Oooguruk Drill Site Helipad" and "Oooguruk Tie-in Helipad". Subsequent to publication, the FAA gained further knowledge that the two heliports are actually named "Pioneer Heliport" and "Oooguruk Island Heliport" and should be associated with the town of Nuiqsut (the closest nearby). This administrative action is being taken without public comment as it is a simple administrative change only, and will not affect the defined controlled airspace other than by name change and minor edit to unnecessary exclusion wording. The airspace exclusion currently associated with Restricted Area 2204 is unnecessary. Class E and Restricted airspace are mutually exclusive, so the exclusion wording is being removed. Class E controlled airspace extending upward from 700 ft. and 1,200 ft. above the surface in the Pioneer and Oooguruk Island Heliport areas are removed and established by this action.

The Class E airspace areas designated as 700/1,200 ft. transition areas are published in paragraph 6005 of FAA Order 7400.9T, *Airspace Designations and Reporting Points,* signed August 27, 2009, and effective September 15, 2009, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR part 71 establishes Class E airspace extending 700 and 1,200 feet above the surface at Pioneer and Oooguruk Island Heliports, AK.

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 "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 will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle 1, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart 1, Section 40103, Sovereignty and use of airspace. Under that section, the FAA is charged with prescribing regulations to ensure the safe and efficient use of the navigable airspace. This regulation is within the scope of that authority because it creates Class E airspace sufficient in size to contain aircraft executing instrument procedures for the two heliports at Pioneer Heliport, AK, and Oooguruk Island Heliport, AK, and represents the FAA's continuing effort to safely and efficiently use the navigable airspace.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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 7400.9T, *Airspace Designations and Reporting Points,* signed August 27, 2009, and effective September 15, 2009, is amended as follows:

Paragraph 6005 Class E airspace extending upward from 700 feet or more above the surface of the earth.

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