TABLE 1—SCHEDULE FOR INSPECTIONS AND REPLACEMENTS—Continued

If:	Then replace clamps and inspect within:
(3) The engine is a first-run engine or is an engine with zero-time, new loop clamps previously installed on-wing or at shop visit.	7,500 FH time-since-new or since zero-time, new loop clamps were installed (regardless if previously inspected per GEAE SB CF6–80C2 S/B 73–0326 or GEAE SB CF6–80E1 S/B 73–0061).
(4) The engine has already exceeded the 1,750 FH initial inspection threshold on the effective date of this AD, but has fewer than 4,500 flight hours TSLI.	4,500 FH TSLI, or 4 months after the effective date of this AD, whichever occurs first.
(5) The engine has already exceeded the 4,500 FH initial inspection threshold on the effective date of this AD.	4 months after the effective date of this AD.

Inspection of Fuel Manifold P/Ns 1303M31G12 and 1303M32G12

(g) Remove any tape at any clamp location. Visually inspect the full circumference of the manifold for wear at each clamp location. If any wear is found, follow paragraph (h) of this AD.

(h) When the fuel manifold shows any signs of wear, determine the depth of the wear as follows:

(1) Measure the outside diameter of the tube adjacent to the worn area.

(2) Measure the worn area at the smallest diameter.

(3) Subtract the measurement of the worn tube diameter from the unworn diameter measurement. Allowable wear is 0.0035 inch.

(4) Replace fuel manifolds with wear greater than 0.010 inch before further flight.

(5) Replace fuel manifolds with wear greater than 0.0035 inch but less than 0.010 inch, within 50 flight cycles.

Revise Air Carrier's Continuous Airworthiness Maintenance Program (CAMP) and Airworthiness Limitation Section (ALS)

(i) Within 30 days of the effective date of this AD, revise the air carrier's approved CAMP and Instructions for Continued Airworthiness (ICA) Chapter 5, Airworthiness Limitation Section for the CF6–80C2 and CF6–80E1 series engines to require:

(1) Repetitive inspections of fuel manifolds, P/Ns 1303M31G12 and 1303M32G12, installed in drainless fuel manifold assemblies introduced by CF6–80C2 S/B 73–0253 and CF6–80E1 S/B 73–0026, as detailed in paragraphs (g) and (h) of this AD, at 7,500 FH intervals.

(2) Mandatory removal of all loop clamps that hold the fuel manifold, P/Ns 1303M31G12 and 1303M32G12, to the CRF damper brackets, at each inspection.

(3) Replacement of all loop clamps with new, zero-time loop clamps, at each inspection.

Alternative Methods of Compliance

(j) 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

(k) GEAE SB CF6–80C2 S/B 73–0326, dated March 5, 2003, and GEAE SB CF6–80E1 S/B 73–0061, dated April 14, 2003; and the following GE engine manuals pertain to the subject of this AD:

(1) CF6–80C2 Engine Manual GEK 92451.

(2) CF6–80C2L1F Engine Manual GEK 112213.

(3) CF6–80C2K1F Engine Manual GEK 112721.

(4) CF6–80E1 Engine Manual GEK 99376.

(l) Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215; telephone (513) 672–8400; fax (513) 672–8422, for the service information identified in this AD.

(m) Contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: *Robert.green@faa.gov*; telephone (781) 238–7754; fax (781) 238–7199, for more information about this AD.

Issued in Burlington, Massachusetts, on February 17, 2009.

Thomas A. Boudreau,

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

[FR Doc. E9–3868 Filed 2–23–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–1185; Airspace Docket No. 08–AGL–11]

Amendment of Class E Airspace; Columbus, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Columbus, OH. Additional controlled airspace is necessary to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAP) at Rickenbacker International Airport, Columbus, OH. This action also makes a minor change to the geographical coordinates of Bolton Field Airport, Columbus, OH. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at Rickenbacker International Airport.

DATES: Effective Date: 0901 UTC, May 7, 2009. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76193–0530; telephone (817) 321–7716.

SUPPLEMENTARY INFORMATION:

History

On December 18, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace at Columbus, OH, adding additional controlled airspace at Rickenbacker International Airport, Columbus, OH. (73 FR 76985, Docket No. FAA–2008–1185). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by amending Class E airspace at Columbus, OH, adding additional controlled airspace at Rickenbacker International Airport, Columbus, OH., and makes a minor change to the geographical coordinates of Bolton Field Airport, Columbus, OH.

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. Therefore, this regulation: (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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. 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 I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it adds additional controlled airspace at Rickenbacker International Airport, Columbus, OH.

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, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE 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 Part 71.1 of the Federal Aviation Administration Order 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008, is amended as follows:

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

* * * * *

AGL OH E5 Columbus, OH [Amended]

Columbus, Port Columbus International Airport, OH
(Lat. 39°59′53″ N., long. 82°53′31″ W.)
Columbus, Rickenbacker International Airport, OH
(Lat. 39°48′50″ N., long. 82°55′40″ W.)
Columbus, Ohio State University Airport, OH
(Lat. 40°04′47″ N., long. 83°04′23″ W.)
Columbus, Bolton Field Airport, OH
(Lat. 39°54′04″ N., long. 83°08′13″ W.)
Columbus, Darby Dan Airport, OH
(Lat. 39°56′31″ N., long. 83°12′18″ W.)
Lancaster, Fairfield County Airport, OH
(Lat. 39°45′20″ N., long. 82°39′26″ W.)
Don Scott NDB
(Lat. 40°04′49″ N., long. 83°04′44″ W.)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Port Columbus International Airport, and within a 7-mile radius of Rickenbacker International Airport and within 4 miles either side of the 045° bearing from Rickenbacker International Airport extending from the 7-mile radius area to 12.5 miles northeast of the airport, and within a 6.5-mile radius of the Ohio State University Airport, and within 3 miles either side of the 091° bearing from the Don Scott NDB extending from the 6.5-mile radius area to 9.8 miles east of the NDB, and within a 7.4-mile radius of Bolton Field Airport, and within a 6.4-mile radius of Fairfield County Airport, and within a 6.5-mile radius of Darby Dan Airport, excluding that airspace within the London, OH, Class E airspace area.

* * * * *

Issued in Fort Worth, TX, on February 12, 2009.

Roger M. Trevino,

Acting Manager, Operations Support Group, Central Service Center.

[FR Doc. E9–3820 Filed 2–23–09; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–1211; Airspace Docket No. 08–AGL–13]

Amendment of Class E Airspace; Medford, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Medford, WI. Additional controlled airspace is necessary to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAP) at Taylor County Airport, Medford, WI. This action also makes a minor change to the geographical coordinates of Taylor County Airport. The FAA is taking this action to enhance the safety and management of Instrument Flight Rule (IFR) operations at Taylor County Airport.

DATES: *Effective Date:* 0901 UTC, May 7, 2009. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76193–0530; telephone (817) 321–7716.

SUPPLEMENTARY INFORMATION:

History

On December 18, 2008, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend Class E airspace at Medford, WI, adding additional controlled airspace at Taylor County Airport, Medford, WI. (73 FR 76982, Docket No. FAA–2008–1211). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) Part 71 by amending Class E airspace at Medford, WI, adding additional controlled airspace at Taylor County Airport, Medford, WI., and makes a minor change to the geographical coordinates of Taylor County Airport.

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. Therefore, this regulation: (1) Is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44