We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane. This AD requires initial and repetitive borescope inspections of the HPT rotor stage 1 and stage 2 blades. This AD also requires additional borescope inspections and FPI of the LPT rotor stage 3 disk, depending on the results of the borescope inspection. This AD also requires repetitive EGT system checks.

**DATES:** Effective June 24, 2010.

We must receive any comments on this AD by August 9, 2010.
of our dockets, including, if provided, the name of the individual who sent the comment (or signed the comment on behalf of an association, business, labor union, etc.). You may review the DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (65 FR 19477–78).

Examining the AD Docket
You may examine the AD docket on the Internet at http://www.regulations.gov: or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (phone: (800) 647–5527) is the same as the Mail address provided in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

Authority for This Rulemaking
Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings
We have determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:
1. Is not a “significant regulatory action” under Executive Order 12866;
2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and
3. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

We prepared a summary of the costs to comply with this AD and placed it in the AD Docket. You may get a copy of this summary at the address listed under ADDRESSES.

List of Subjects in 14 CFR Part 39
Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment
■ Under the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES
■ 1. The authority citation for part 39 continues to read as follows:
Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]
■ 2. The FAA amends § 39.13 by removing Amendment 39–16240 (75 FR 12661, March 17, 2010), and by adding a new airworthiness directive, Amendment 39–16331, to read as follows:

Effective Date
(a) This airworthiness directive (AD) becomes effective June 24, 2010.

Affected ADs
(b) This AD supersedes AD 2010–06–15, Amendment 39–16240.

Applicability
(c) This AD applies to General Electric Company (GE) CF6–45A, CF6–45A2, CF6–50A, CF6–50C, CF6–50C2, CF6–50C2B, CF6–50C2D, CF6–50C2F, CF6–50C2–R, CF6–50E, CF6–50E1, and CF6–50E2 series turbofan engines, with any of the following low-pressure turbine (LPT) rotor stage 3 disks installed:

<table>
<thead>
<tr>
<th>Engine</th>
<th>Disk Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>CF6–50C</td>
<td>9061M23P07, 9061M23P08, 9061M23P09</td>
</tr>
<tr>
<td>CF6–50C2</td>
<td>1473M90P01, 1473M90P02, 1473M90P03, 1473M90P04</td>
</tr>
<tr>
<td>CF6–50C2B</td>
<td>9061M23P14, 9061M23P15, 9061M23P16</td>
</tr>
<tr>
<td>CF6–50C2D</td>
<td>1479M75P02, 1479M75P03, 1479M75P04, 1479M75P05, 1479M75P06</td>
</tr>
<tr>
<td>CF6–50C2F</td>
<td>1479M75P07, 1479M75P08, 1479M75P09, 1479M75P10, 1479M75P11, 1479M75P12, 1479M75P13</td>
</tr>
<tr>
<td>CF6–50C2–R</td>
<td>9224M75P01, 1479M75P04, 1479M75P05, 1479M75P06</td>
</tr>
</tbody>
</table>

These engines are installed on, but not limited to, Boeing 747–200/–300, DC–10, MD–10, and KC–10 aircraft, and Airbus A300 series aircraft.

Unsafe Condition
(d) This AD results from reports received of two additional LPT rotor stage 3 disk events. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontrollable engine failure and damage to the airplane.

Compliance
(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Borescope Inspections of High-Pressure Turbine (HPT) Rotor Stage 1 and Stage 2 Blades
(f) Borescope-inspect the HPT rotor stage 1 and stage 2 blades from the forward and aft directions within 10 cycles from the effective date of this AD. You can find further guidance about borescoping in Table 2 of this AD.

(g) Thereafter, borescope-inspect the HPT rotor stage 1 and stage 2 blades from the forward and aft directions within every 75 cycles-since-last-inspection (CSLI). You can find further guidance about borescoping in Table 2 of this AD.

Additional Borescope Inspections
(h) Borescope-inspect the HPT rotor stage 1 and stage 2 blades from the forward and aft directions within the cycle limits after the engine has experienced the events specified in Table 1 of this AD. You can find further guidance about borescoping in Table 2 of this AD.

Table 1—Additional Borescope Inspection Criteria

<table>
<thead>
<tr>
<th>If the engine has experienced:</th>
<th>Then borescope inspect:</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) An exhaust gas temperature (EGT) above redline.</td>
<td>Within 10 cycles.</td>
</tr>
</tbody>
</table>
TABLE 1—ADDITIONAL BORESCOPE INSPECTION CRITERIA—Continued

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

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 750 cycles from the effective date of this AD.

(l) Thereafter, inspect the TMF liner for clocking and subsequent damage to the EGT probes every 750 cycles since the last inspection 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, 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 every 750 cycles. 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 an 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

<table>
<thead>
<tr>
<th>Engine inspections</th>
<th>Boeing 747/CF6–50/–45 AMM ATA</th>
<th>Boeing DC–10/CF6–50 AMM ATA</th>
<th>Boeing MD–10/CF6–50 AMM ATA</th>
<th>Airbus A300/CF6–50 AMM ATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPT Rotor Stage 1 and Stage 2 Blades.</td>
<td>72–00–00, 601</td>
<td>72–53–00</td>
<td>72–53–00</td>
<td>72–53–00</td>
</tr>
<tr>
<td>Exceeded EGT Limit</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
</tr>
<tr>
<td>EGT Resistance Check</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
<td>72–00–00, 601</td>
</tr>
<tr>
<td>TMF Liner Clocking</td>
<td>72–45–00</td>
<td>72–54–00</td>
<td>72–54–00</td>
<td>72–54–00</td>
</tr>
<tr>
<td>72–00–00, 501</td>
<td>72–53–00</td>
<td>72–53–00</td>
<td>72–53–00</td>
<td>72–53–00</td>
</tr>
<tr>
<td>72–00–00, 601</td>
<td>72–53–00, 501</td>
<td>72–53–00</td>
<td>72–53–00</td>
<td>72–53–00</td>
</tr>
</tbody>
</table>

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 (l) 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


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