

New Requirement of This AD**Terminating Modification**

(j) If, during the inspection required by paragraph (g) of this AD, acceptable external skin doublers as specified in the alert service bulletin are not found installed at either the left- or right-side S-6 lap splice: Within 3,000 flight cycles after doing the initial related investigative actions in paragraph (i) of this AD, or within 300 flight cycles after the effective date of this AD, whichever occurs later, install acceptable external skin doublers at both the left- and right-side S-6 lap splices, as applicable. The installation of the acceptable skin doublers is required on the side of the airplane that does not have the acceptable doublers already. The installation includes doing an open-hole high-frequency eddy current (HFEC) inspection of the skin for cracking, and trimming out cracking as applicable. Do all actions in accordance with the alert service bulletin. Doing this installation terminates the repetitive related investigative actions required by paragraph (i) of this AD.

Note 1: The alert service bulletin refers to Boeing Service Bulletins 747-53-2253, Revision 3, dated March 24, 1994; and 747-53-2272, Revision 18, dated May 16, 2002; as additional sources of service information for accomplishment of the modification (installation of acceptable external skin doublers).

Note 2: AD 90-06-06, amendment 39-6490, requires, among other actions, a modification as specified in Boeing Service Bulletin 747-53-2253, dated December 14, 1984.

Note 3: AD 90-23-14, amendment 39-6801, requires inspections as specified in Boeing Service Bulletin 747-53-2253, Revision 2, dated March 29, 1990.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6437; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

Material Incorporated by Reference

(l) You must use Boeing Alert Service Bulletin 747-53A2748, dated May 9, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2748, dated May 9, 2008, on May 20, 2008 (73 FR 29042, May 20, 2008).

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207; telephone 206-544-9990; fax 206-766-5682; e-mail DDCS@boeing.com; Internet <http://www.myboeingfleet.com>.

(3) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on February 2, 2009.

Ali Bahrami,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

**[Docket No. FAA-2008-0861; Airspace
Docket No. 08-AWP-8]**

RIN 2120-AA66

**Amendment of Class D Airspace;
Anderson AFB, GU; Guam
International Airport, GU; and Saipan
International Airports, CQ**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the legal descriptions for Anderson AFB, and the Guam and Saipan International Airports. The Guam Air Route Traffic Control Center personnel conducted a review of their airspace and determined that current airspace descriptions needed to be updated. These are editorial revisions to reflect name changes and to update coordinates of the facilities. The changes will not affect the current area boundaries, altitudes, or the times of designation.

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: Ken McElroy, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Background**

During an airspace review conducted Guam ARTCC personnel it was determined that the Class D airspace descriptions in their area of responsibility were outdated and required revision. They are editorial revisions to reflect name changes and to update airport reference point coordinates. This change does not affect the current area boundaries, altitudes, or the times of designation.

Class D Airspace descriptions are published in paragraph 5000 of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR 71.1. The Class D Airspace descriptions listed in this document will be published subsequently in the Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by revising the description of Guam Island Anderson AFB, and Guam International Airport, by inserting the city name into each Class D airspace description. The Saipan Island Class D airspace description is amended by removing reference to the Saipan RBN and to the Airport Facility Directory. Additionally, this action updates the airport reference points.

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 Department of Transportation (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 United States Code. 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.

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 the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as they are editorial revisions to reflect name changes and updates the coordinates of the facilities.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311d., FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 71.1 of the FAA Order 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008, and effective October 31, 2008 is amended as follows:

Paragraph 5000 Class D airspace areas.

AWP GU D Guam Island, GU [Remove]

Guam Island Andersen AFB, GU

* * * * *

AWP GU D Andersen AFB, GU [New]

Yigo, Andersen AFB, GU

(Lat. 13°35'02" N., long. 144°55'48" E.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.3-mile radius of Andersen AFB.

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AWP GU D Guam International Airport, GU [Remove]

Guam International Airport, GU

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AWP GU D Guam International Airport, GU [New]

Tiyan, Guam International Airport, GU

(Lat. 13°29'02" N., long. 144°47'50" E.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.3-mile radius of Guam International Airport.

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AWP CQ D Saipan Island, CQ [Amend]

Saipan International Airport, CQ

(Lat. 15°07'08" N., long. 145°43'46" E.)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.3-mile radius of Saipan International Airport.

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Issued in Washington, DC, February 18, 2009.

Paul Gallant,

Acting Manager, Airspace and Rules Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2008–1334; Airspace Docket No. 08–ASO–21]

Amendment of Class E Airspace; Roanoke Rapids, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E Airspace at Roanoke Rapids, NC, to accommodate Standard Instrument Approach Procedures (SIAPs) at Halifax County Airport. The controlled airspace previously associated with this airport was removed in anticipation of the airport's scheduled closure. The closure of Halifax County Airport has been delayed because the opening of its replacement, Halifax-Northampton Regional Airport, has been delayed. Controlled airspace is necessary for the

safety and management of SIAPs and for Instrument Flight Rule (IFR) operations to the airport.

DATES: Effective: 0901 UTC, February 26, 2009. 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:

Daryl Daniels, System Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5581.

SUPPLEMENTARY INFORMATION:

History

On July 18, 2008, the FAA published a final rule in the **Federal Register** removing Class E airspace at Halifax County Airport, Roanoke Rapids, NC, and establishing Class E airspace at the new Halifax-Northampton Regional Airport (73 FR 41255). The FAA has learned that the effective date was premature causing the removal of controlled airspace that is needed to support IFR operations at Halifax County Airport. This action restores that controlled Class E airspace required for IFR operations at Halifax County Airport. The Class E airspace that was established for the Halifax-Northampton Regional Airport remains in effect, although the airport is not expected to become operational until around March 12, 2009. Designations for Class E airspace areas extending upward from 700 feet or more above the surface of the earth are published in 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 designations listed in this document will be published subsequently in the Order.

In consideration of the need to provide and resume immediate IFR operations at Halifax County Airport until its closure, to avoid confusion on the part of the pilots because of the dates of Chart publications in the vicinity of Roanoke Rapids, NC, and to be consistent with the FAA's safety mandate when an unsafe condition exists, the FAA finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest, and finds good cause pursuant to 5 U.S.C. 553(d), for making this imperative amendment effective in less than 30 days to promote the safe and efficient handling of air traffic in the area.