

or to another mailing address if requested in writing by the registered owner.

(b) The registered owner may request a temporary Certificate of Aircraft Registration pending receipt of a replacement certificate. The Registry issues a temporary Certificate of Aircraft Registration in the form of a fax that must be carried in the aircraft until receipt of the replacement certificate.

§ 47.51 [Removed and Reserved]

- 29. Remove and reserve § 47.51.
- 30. Amend § 47.61 by—
 - a. Revising the section heading;
 - b. Removing the word “Dealers” from paragraph (b), and adding, in its place, the word “Dealer’s”; and
 - c. Revising the introductory text of paragraph (a) and paragraph (a)(2) and adding paragraph (c) to read as follows:

§ 47.61 Dealer’s Aircraft Registration Certificates.

(a) The FAA issues a Dealer’s Aircraft Registration Certificate, AC Form 8050–6, to U.S. manufacturers and dealers to—

* * * * *

(2) Facilitate operating, demonstrating, and merchandising aircraft by the manufacturer or dealer without the burden of obtaining a Certificate of Aircraft Registration, AC Form 8050–3, for each aircraft with each transfer of ownership, under Subpart B of this part.

* * * * *

(c) If the Dealer’s Aircraft Registration Certificate expires under § 47.71, and an aircraft is registered under this Subpart, application for registration must be made under § 47.31, or the assignment of registration number may be cancelled in accordance with § 47.15(i)(3).

§ 47.63 [Amended]

- 31. Amend § 47.63(a) by removing the words “An Application for Dealers’ Aircraft Registration Certificates” and adding, in their place, the words “A Dealer’s Aircraft Registration Certificate Application”.
- 32. Revise § 47.65 to read as follows:

§ 47.65 Eligibility.

To be eligible for a Dealer’s Aircraft Registration Certificate, AC Form 8050–6, the applicant must have an established place of business in the United States, must be substantially engaged in manufacturing or selling aircraft, and must be a citizen of the United States, as defined by 49 U.S.C. 40102 (a)(15).

- 33. Revise § 47.67 to read as follows:

§ 47.67 Evidence of ownership.

Before using a Dealer’s Aircraft Registration Certificate, AC Form 8050–6, for operating the aircraft, the holder of the certificate (other than a manufacturer) must send to the Registry evidence of ownership under § 47.11. An Aircraft Bill of Sale, AC Form 8050–2, or its equivalent, may be used as evidence of ownership. There is no recording fee.

§ 47.69 [Amended]

- 34. Amend § 47.69 by removing the words “Dealer’s Aircraft Registration Certificate” in the introductory text, and adding, in their place, the words “Dealer’s Aircraft Registration Certificate, AC Form 8050–6”.
- 35. Amend § 47.71 by—
 - a. Removing the words “Dealer’s Aircraft Registration Certificate” in paragraph (a), and adding, in their place, the words “Dealer’s Aircraft Registration Certificate, AC Form 8050–6.”; and
 - b. Revising paragraph (b) to read as follows:

§ 47.71 Duration of Certificate; change of status.

* * * * *

(b) The holder of a Dealer’s Aircraft Registration Certificate must immediately notify the Registry of any of the following—

- (1) A change of name;
- (2) A change of address;
- (3) A change that affects status as a citizen of the United States; or
- (4) The discontinuance of business.

PART 91—GENERAL OPERATING AND FLIGHT RULES

- 36. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180).

- 37. Amend § 91.203 by revising paragraph (a)(2) to read as follows:

§ 91.203 Civil aircraft: Certifications required.

(a) * * *

(2) An effective U.S. registration certificate issued to its owner or, for operation within the United States, the second copy of the Aircraft Registration Application as provided for in § 47.31(c), or a registration certification issued under the laws of a foreign country.

* * * * *

Issued in Washington, DC, on July 9, 2010.

J. Randolph Babbitt,
Administrator.

[FR Doc. 2010–17572 Filed 7–19–10; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2010–0406; Airspace Docket No. 10–ASW–8]

Establishment of Class D Airspace; San Marcos, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class D airspace for San Marcos Municipal Airport, San Marcos, TX. Establishment of an air traffic control tower has made this action necessary to enhance the safety and management of Instrument Flight Rule (IFR) operations at the airport. A minor change in the airport descriptor also has been made.

DATES: Effective date 0901 UTC, September 23, 2010. 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 76137; telephone (817) 321–7716.

SUPPLEMENTARY INFORMATION:

History

On April 30, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Class D airspace for San Marcos Municipal Airport, San Marcos, TX (75 FR 22712) Docket No. FAA–2010–0406. 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 D airspace designations are published in paragraph 5000 of FAA Order 7400.9T signed August 27, 2009, and effective September 15, 2009, which is incorporated by reference in 14 CFR part 71.1. The Class D airspace designations 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 establishing Class D airspace at San Marcos, TX. Establishment of an air traffic control tower at San Marcos Municipal Airport has made this action necessary for the safety and management of IFR operations at the airport. Also, a minor change has been made in the amendatory language for the airport descriptor, changing from San Marcos Municipal Airport, TX, to San Marcos, TX.

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 establishes controlled airspace at San Marcos Municipal Airport, San Marcos, TX. With the exception of editorial changes, and the changes described above, this rule is the same as that proposed in the NPRM.

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 7400.9T, Airspace Designations and Reporting Points, signed August 27, 2009, and effective September 15, 2009 is amended as follows:

* * * * *

Paragraph 5000 Class D Airspace.

* * * * *

ASW TX D San Marcos, TX [New]

San Marcos Municipal Airport, TX
(Lat. 29°53'34" N., long. 97°51'47" W.)

That airspace extending upward from the surface to and including 3,100 feet MSL within a 4.2-mile radius of San Marcos Municipal Airport, and within 1 mile each side of the 313° bearing from the airport extending from the 4.2-mile radius to 4.6 miles northwest of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Issued in Fort Worth, Texas, on July 9, 2010.

Rick Kervin,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2010-17500 Filed 7-19-10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2010-0399; Airspace
Docket No. 10-AGL-3]

Establishment of Class E Airspace; Paynesville, MN

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace for Paynesville, MN, to accommodate Area Navigation (RNAV) Standard Instrument Approach Procedures (SIAPs) at Paynesville Municipal Airport. The FAA is taking this action to enhance the safety and

management of Instrument Flight Rule (IFR) operations at the airport.

DATES: *Effective Date:* 0901 UTC, September 23, 2010. 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 76137; telephone (817) 321-7716.

SUPPLEMENTARY INFORMATION:

History

On April 27, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish Class E airspace for Paynesville, MN, creating controlled airspace at Paynesville Municipal Airport (75 FR 22044) Docket No. FAA-2010-0399. 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 7400.9T 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 action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing Class E airspace extending upward from 700 feet above the surface to accommodate SIAPs at Paynesville Municipal Airport, Paynesville, MN. This action is necessary for the safety and management of IFR operations at the 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 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