

On page 35620, under the heading “Comments,” under the subheading “Comment Issue No. 2: Correct the Cost of Compliance,” in paragraph 3, change the second sentence to “After further research, we determined that Model PA-46-350P (Mirage) has two of the

affected V-Band clamps installed, and Model PA-32R-301T (Saratoga II TC) has one.”

On page 35620, under the heading “Costs of Compliance,” change the entire section to read as follows:

“We estimate that this AD affects 596 airplanes in the U.S. registry provided

they have the affected V-band exhaust coupling installed.

We estimate the following costs to do the replacement for Model PA-32R-301T airplanes. These airplanes have one V-band clamp installed:

Labor cost	Parts cost	Total cost per Model PA-32R-301T airplane
2 work-hours × \$85 per hour = \$170 .....	\$714	\$884

We estimate the following costs to do the replacement for Model PA-46-350P

airplanes. These airplanes have two V-band clamps installed:

Labor cost	Parts cost	Total cost per Model PA-46-350P airplane
2 work-hours per V-band clamp. 2 clamps per airplane: 4 work-hours × \$85 per hour = \$340.	\$714 per V-band clamp. \$714 × 2 = \$1,428.	\$1,768

The effective date of this AD (2010-13-07) remains July 28, 2010.

Issued in Kansas City, Missouri, on July 15, 2010.

**Kim Smith,**  
Manager, Small Airplane Directorate, Aircraft Certification Service.

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 73**

[Docket No. FAA-2008-1261; Airspace Docket No. 06-ASO-18]

**Amendment and Establishment of Restricted Areas and Other Special Use Airspace, Avon Park Air Force Range, FL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule, correction.

**SUMMARY:** This action makes minor corrections to the geographic coordinates of restricted areas R-2901B, R-2910J, R-2901K, R-2901L and R-2901N, Avon Park, FL, in a final rule published in the **Federal Register** on Monday, May 24, 2010. The National Aeronautical Navigation Services Office requested these adjustments be made to better align the restricted areas.

**DATES:** Effective date 0901 UTC, July 29, 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:** Paul Gallant, 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:**

**History**

On May 24, 2010, a final rule was published in the **Federal Register** (75 FR 28752), Airspace Docket No. 06-ASO-18, to modify the special use airspace at the Avon Park Air Force Range in Florida. As a result of further review of the latitude/longitude coordinates for the Avon Park Air Force Range restricted areas, the Aeronautical Navigation Services Office (formerly the National Aeronautical Charting Office) determined that a minor refinement was needed for two points in several restricted area descriptions. The correction adjusts the longitude coordinate by six seconds for one point and by two seconds for the second point. Specifically, the longitude point in lat. 27°32'31" N., long. 81°07' 29" W., is corrected to read “long. 81°07'23" W.”, and; the longitude point in lat.

27°29'31" N., long. 81°05'29" W., is corrected to read “long. 81°05'27" W”

**List of Subjects in 14 CFR Part 73**

Airspace, Prohibited Areas, Restricted Areas.

**Correction to Final Rule**

■ Accordingly, pursuant to the authority delegated to me, the legal descriptions of R-2901B, R-2901J, R-2901K, R-2901L, and R-2901N, as published in the **Federal Register** on May 24, 2010 (75 FR 28752), Airspace Docket 06-ASO-18, and incorporated by reference in 14 CFR part 73, is corrected as follows:

**§ 73.29 [Amended]**

On page 28755, column 2, correct two coordinates for restricted areas R-2901B and R-2910J; and on page 28756, columns 1 and 2, correct two coordinates for restricted areas R-2901K, R-2901L and R-2901N, Avon Park, FL, to read as follows:

\* \* \* \* \*

*R-2901B Avon Park, FL [Corrected]*

By removing lat. 27°32'31" N., long. 81°07'29" W., and substituting lat. 27°32'21" N., long. 81°07'23" W.; and by removing lat. 27°29'31" N., long. 81°05'29" W., and substituting lat. 27°29'31" N., long. 81°05'27" W.

*R-2901J Avon Park, FL [Corrected]*

By removing lat. 27°32'31" N., long. 81°07'29" W., and substituting lat. 27°32'21" N., long. 81°07'23" W.; and by removing lat. 27°29'31" N., long. 81°05'29" W., and

substituting lat. 27°29'31" N., long. 81°05'27" W.

*R-2901K Avon Park, FL [Corrected]*

By removing lat. 27°32'31" N., long. 81°07'29" W., and substituting lat. 27°32'21" N., long. 81°07'23" W.; and by removing lat. 27°29'31" N., long. 81°05'29" W., and substituting lat. 27°29'31" N., long. 81°05'27" W.

*R-2901L Avon Park, FL [Corrected]*

By removing lat. 27°32'31" N., long. 81°07'29" W., and substituting lat. 27°32'21" N., long. 81°07'23" W.; and by removing lat. 27°29'31" N., long. 81°05'29" W., and substituting lat. 27°29'31" N., long. 81°05'27" W.

*R-2901N Avon Park, FL [Corrected]*

By removing lat. 27°32'31" N., long. 81°07'29" W., and substituting lat. 27°32'21" N., long. 81°07'23" W.; and by removing lat. 27°29'31" N., long. 81°05'29" W., and substituting lat. 27°29'31" N., long. 81°05'27" W.

\* \* \* \* \*

Issued in Washington, DC, on July 13, 2010.

**Edith V. Parish,**

*Manager, Airspace and Rules Group.*

[FR Doc. 2010-17945 Filed 7-23-10; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA-2007-28633; Airspace Docket No. 07-ASW-7]

RIN 2120-AA66

#### Establishment of Restricted Area R-3405; Sullivan, IN

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes Restricted Area R-3405 at Sullivan, IN, to support deep-water electronic, ordnance and pyrotechnics testing by the U.S. Navy. The FAA is taking this action to protect nonparticipating aircraft from a tethered aerostat balloon used to deploy radar, electro-optic, camera, and other sensor packages at Naval Support Activity (NSA) Crane's Glendora Lake Test Facility.

**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:** Colby Abbott, 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:

##### History

On Friday, August 31, 2007, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish restricted Area R-3405 near Sullivan, IN (72 FR 50300). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received. The U.S. Navy lowered the proposed ceiling from 2,000 feet MSL to 1,600 feet MSL after a FAA study found that the proposed establishment of restricted area R-3405, when active, would impact aircraft operations at Sullivan Country Airport, located near the test facility. With the exception of editorial changes, and the change 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 73 by establishing restricted area R-3405 over an area near Sullivan, IN. This restricted area covers less than 1 square nautical mile and extends from the surface up to and including 1,600 feet MSL, and will ensure flight safety by separating non-participating aircraft from tethered aerostat balloon operations conducted by the NSA Crane Lake Glendora Test Facility.

Section 73.34 of Title 14 CFR part 73 was republished in FAA Order 7400.8S, effective February 16, 2010.

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.

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 it establishes restricted airspace at Sullivan, IN.

##### Environmental Review

Pursuant to Section 102(2) of the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Parts 1500-1508), and other applicable law, the U.S. Navy prepared and published a Final Environmental Assessment (FEA) in June 2008 that analyzed the potential for environmental impacts associated with the proposed NSA Crane and Naval Surface Warfare Center (NSWC) Glendora Lake Test Facility requirements. In July 2009, the U.S. Navy issued a Finding of No Significant Impact (FONSI) based on the results of the FEA. In accordance with applicable CEQ regulations (40 CFR 1501.6) and the Memorandum of Understanding (MOU) between FAA and Department of Defense (DOD) dated October 2005, the FAA was a cooperating agency on the FEA.

The FAA has conducted an independent review of the FEA and is adopting the FEA for this action pursuant to 40 CFR 1506.3(a) and (c) and has issued an Adoption of FEA and FONSI/Record of Decision (ROD) dated May 2010. This final rule, which establishes restricted area R-3405, will not result in significant environmental impacts. A copy of the FAA Adoption of FEA and FONSI/ROD has been placed in the public docket for this rulemaking.

##### List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

##### Adoption of the Amendment

■ In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

#### PART 73—SPECIAL USE AIRSPACE

■ 1. The authority citation for part 73 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.

##### § 73.34 [Amended]

■ 2. § 73.34 is amended as follows:

\* \* \* \* \*