

## Actions and Compliance

(f) Unless already done, do the following actions:

(1) Before further flight as of April 6, 2010 (the effective date of AD 2010–08–01), inspect the elevator inner hinges on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(2) Repetitively thereafter at intervals not to exceed every 1,000 hours time-in-service, inspect the elevator inner hinges on the stabilizer following paragraphs A.1., A.2., and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(3) If, as a result of the inspection required by paragraph (f)(1) or (f)(2) of this AD, you find any elevator inner hinge on the elevator is cracked or damaged, before further flight, replace it following paragraphs A.3. and A.4. of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

## FAA AD Differences

**Note:** This AD differs from the MCAI and/or service information as follows: No differences.

## Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4130; fax: (816) 329–4090. 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.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120–0056.

## Related Information

(h) Refer to MCAI EASA Emergency AD No.: 2010–0037–E, dated March 8, 2010; and Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010, for related information.

## Material Incorporated by Reference

(h) You must use Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated

March 2, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On April 26, 2010 (75 FR 17295, April 6, 2010), the Director of the Federal Register previously approved the incorporation by reference of Aircraft Industries, a.s. Mandatory Bulletin MB No.: L23/052a, dated March 2, 2010.

(2) For service information identified in this AD, contact Aircraft Industries, a.s.—Nazáhonech1177, 686 04 Kunovice, Czech Republic; telephone: +420 572 817 660; fax: +420 572 816 112; e-mail: [ots@let.cz](mailto:ots@let.cz); Internet: <http://www.let.cz>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329–3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

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

**Kim Smith,**

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

[FR Doc. 2010–18022 Filed 7–23–10; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2010–0122; Directorate Identifier 2009–CE–067–AD; Amendment 39–16338; AD 2010–13–07]**

**RIN 2120–AA64**

#### **Airworthiness Directives; Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P Airplanes**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This document makes a correction to AD 2010–13–07, which was published in the **Federal Register** on June 23, 2010 (75 FR 35619), and applies to certain Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P airplanes. AD 2010–13–07 requires you to replace V-band exhaust couplings, part number (P/N) Lycoming 40D21162–340M or Eaton/Aeroquip 55677–340M with an improved design Eaton/Aeroquip P/N NH1009399–10 or Lycoming P/N 40D23255–340M. In the Summary and Discussion sections of the

published AD, we incorrectly stated that the AD requires replacing any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated that Model PA–32R–301T airplanes, instead of Model PA–46–350P airplanes, are equipped with two of the affected V-band clamps. We are issuing this document to help eliminate any confusion that this AD may have created.

**DATES:** The effective date of this correction is July 26, 2010. The effective date of this AD (2010–13–07) remains July 28, 2010.

**FOR FURTHER INFORMATION CONTACT:** Darby Mirocha, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474–5573; fax: (404) 474–5606; e-mail: [darby.mirocha@faa.gov](mailto:darby.mirocha@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

On June 14, 2010, the FAA issued AD 2010–13–07, Amendment 39–16338 (75 FR 35619, June 23, 2010), which applies to certain Piper Aircraft, Inc. Models PA–32R–301T and PA–46–350P airplanes. AD 2010–13–07 requires you to replace V-band exhaust couplings, P/N Lycoming 40D21162–340M or Eaton/Aeroquip 55677–340M with an improved design Eaton/Aeroquip P/N NH1009399–10 or Lycoming P/N 40D23255–340M.

In the published AD, we incorrectly stated in the the Summary and Discussion sections that the AD requires replacing any spot-welded, V-band exhaust coupling with a riveted, V-band exhaust coupling instead of stating the specific P/N to be replaced. Also, in the Cost of Compliance section, we incorrectly stated which of the affected model airplanes are equipped with two of the affected V-band clamps.

#### **Need for the Correction**

This correction is needed to help eliminate any confusion that this AD may have created.

#### **Correction of Publication**

Accordingly, the publication of June 23, 2010 (75 FR 35619), of Amendment 39–16338; AD 2010–13–07, which was the subject of FR Doc. 2010–14991, is corrected as follows:

On page 35619, under the heading “Summary,” in line 5, change the word “any” to “specific.”

On page 35620, under the heading “Discussion,” in line 11, change the word “any” to “specific.”

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