DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 73

[Docket No. FAA–2009–1050; Airspace Docket No. 09–ASW–40]

RIN 2120–AA66
Amendment and Establishment of Restricted Areas and Other Special Use Airspace, Razorback Range Airspace Complex, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published in the Federal Register on July 29, 2010; Airspace Docket No. 09–ASW–40, FAA Docket No. FAA–2009–1050. Subsequent to publishing the final rule, three geographic coordinates along Arkansas State Highway 10 and three geographic coordinates along Arkansas State Highway 22 that were used in defining the boundary for restricted areas R–2402A, R–2402B, and R–2402C changed in the aeronautical database. This action corrects those coordinates in the respective airspace descriptions.

DATES: Effective date 0901 UTC, November 18, 2010.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History
On July 29, 2010, a final rule was published in the Federal Register to establish two restricted areas (R–2402B and R–2402C) and amend an existing restricted area (renaming R–2402 to R–2402A) in the Razorback Range Airspace Complex, AR (75 FR 44719). As a result of further review, the FAA’s National Aeronautical Navigation Services (formerly the National Aeronautical Charting Office) and Memphis air route traffic control center determined that a minor refinement was needed for the geographic coordinates used to define where the restricted area boundaries intersected Arkansas State Highways 10 and 22. The correction adjusts the six geographic coordinates defining the points where the restricted areas intersect and overlay those highways.

List of Subjects in 14 CFR Part 73
Airspace, Prohibited areas, Restricted areas.

Correction to Final Rule

■ According to the authority delegated to me, the legal descriptions for R–2402A, R–2402B, and R–2402C, Fort Chaffee, AR, as published in the Federal Register on July 29, 2010, (75 FR 44719), FR Doc. 2010–18665, and incorporated by reference in 14 CFR part 73, are corrected as follows:

§ 73.24 [Amended]
On page 44720, columns 1 and 2, correct the boundaries descriptions for R–2402A, R–2402B, and R–2402C, Fort Chaffee, AR, to read as follows:

R–2402A Fort Chaffee, AR [Corrected]
By removing the boundaries description and substituting:
Boundaries. Beginning at lat. 35°17′49″ N., long. 94°03′01″ W.; to lat. 35°17′00″ N., long. 94°03′01″ W.; to lat. 35°17′00″ N., long. 94°01′01″ W.; to lat. 35°10′05″ N., long. 94°01′01″ W.; thence west along Arkansas State Highway No. 10 to lat. 35°11′35″ N., long. 94°12′01″ W. to lat. 35°13′50″ N., long. 94°12′01″ W.; to lat. 35°18′10″ N., long. 94°12′01″ W.; to lat. 35°18′10″ N., long. 94°09′54″ W.; thence east along Arkansas State Highway No. 22 to the point of beginning.

R–2402B Fort Chaffee, AR [Corrected]
By removing the boundaries description and substituting:
Boundaries. Beginning at lat. 35°18′22″ N., long. 93°55′38″ W.; thence clockwise along a 7–NM radius circle centered at lat. 35°15′26″ N., long. 94°03′24″ W.; to lat. 35°10′42″ N., long. 94°09′43″ W.; thence east along Arkansas State Highway 10 to lat. 35°10′05″ N., long. 94°01′01″ W.; to lat. 35°17′00″ N., long. 94°01′01″ W.; thence west along Arkansas State Highway 22 to the point of beginning.

R–2402C Fort Chaffee, AR [Corrected]
By removing the boundaries description and substituting:
Boundaries. Beginning at lat. 35°21′48″ N., long. 94°06′59″ W.; thence clockwise along a 7–NM radius circle centered at lat. 35°15′26″ N., long. 94°03′24″ W.; to lat. 35°18′22″ N., long. 93°55′38″ W.; thence west along Arkansas State Highway 22 to lat. 35°18′10″ N., long. 94°09′54″ W.; to the point of beginning.

Issued in Washington, DC, on October 14, 2010.

Edith V. Parish,
Manager, Airspace Regulations and ATC Procedures Group.

[FR Doc. 2010–26568 Filed 10–21–10; 8:45 am]

BILLING CODE 4910–13–P
enforcement purposes. This system of records continues to contain investigatory material compiled for law enforcement purposes.

These regulations are being published as a final rule because the amendments do not impose any requirements on any member of the public and do not alter the procedures relating to the way in which the Departmental Offices currently handle FOIA and PA obligations. These amendments are the most efficient means for the Treasury Department to implement its internal requirements for complying with the FOIA and the Privacy Act. Accordingly, pursuant to 5 U.S.C. 553(b)(B) and (d)(3), the Department of the Treasury finds good cause that prior notice and other public procedure with respect to this rule are impracticable and unnecessary and finds good cause for making this rule effective on the date of publication in the Federal Register.

The Department has determined that a notice of proposed rulemaking pursuant to 5 U.S.C. 553(b) is not required because these regulatory amendments do not change the legal effects of the current regulations nor do they have any impact on those regulations. The amendment updates a name change to an existing system.

As required by Executive Order 12866, it has been determined that this rule is not a significant regulatory action, and therefore, does not require a regulatory impact analysis.

The regulation will not have a substantial direct effect on the States, on the relationship between the Federal Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this rule does not have federalism implications under Executive Order 13132.

Pursuant to the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601–612, it is hereby certified that these regulations will not significantly affect a substantial number of small entities. The rule imposes no duties or obligations on small entities.

In accordance with the provisions of the Paperwork Reduction Act of 1995, the Department of the Treasury has determined that this rule would not impose new recordkeeping, application, reporting, or other types of information collection requirements.

List of Subjects in 31 CFR Part 1

Privacy.

Part 1, subpart C of title 31 of the Code of Federal Regulations is amended as follows:

PART 1—[AMENDED]

1. The authority citation for part 1 continues to read as follows:


2. Section 1.36 paragraph (g)(1)(viii) is amended by revising the entry “IRS 37.009” to read as follows:

§ 1.36 Systems exempt in whole or in part from provisions of 5 U.S.C. 522a and this subpart.

<table>
<thead>
<tr>
<th>No.</th>
<th>System name</th>
</tr>
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<tbody>
<tr>
<td>IRS 37.009</td>
<td>Enrolled Agent and Enrolled Retirement Plan Agent Records.</td>
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</table>


Melissa Hartman,

Deputy Assistant Secretary for Privacy, Transparency, and Records.

[FR Doc. 2010–26327 Filed 10–21–10; 8:45 am]

BILLING CODE 4830–01–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2010–0441]

RIN 1625–AA09

Drawbridge Operation Regulation; Arkansas Waterway, Pine Bluff, AR

AGENCY: Coast Guard, DHS.

ACTION: Final rule.

SUMMARY: Drawbridge operations for the Rob Roy Railroad Drawbridge across the Arkansas Waterway at Mile 67.4 at Pine Bluff, Arkansas. Vessel operators shall contact the remote drawbridge operator via microphone keying four times within in five seconds on VHF–FM Channel 12 when requesting a draw opening. This keying will activate an indicator on the remote drawbridge operator’s console and send an acknowledgement tone back to the vessel. The remote drawbridge operator will then establish verbal radio communications with the vessel and operate the drawspan as normal.

DATES: This rule is effective on November 22, 2010.

ADDRESSES: Comments and related materials received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG–2010–0441 and are available online by going to http://www.regulations.gov, inserting USCG–2010–0441 in the “Keyword” box, and then clicking “Search.” This material is also available for inspection or copying at the Docket Management Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or e-mail Mr. Eric A Washburn, Bridge Administrator, Coast Guard; telephone (314) 269–2378, email Eric.Washburn@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On June 25, 2010, we published a notice of proposed rulemaking (NPRM) entitled Drawbridge Operation Regulation; Arkansas Waterway, Pine Bluff, AR in the Federal Register (75 FR 122). We received no comments on the proposed rule. No public meeting was requested, and none was held.

Background and Purpose

The Arkansas Waterway is a part of the McClellan-Kerr Arkansas River Navigation System. The system rises in the vicinity of Catoosa, Oklahoma, and embraces improved natural waterways and a canal to empty into the Mississippi River in southeast Arkansas. The Arkansas Waterway drawbridge operation regulations contained in 33 CFR 117.123(a), state that the draw of the Rob Roy Railroad Drawbridge, mile 67.4, at Pine Bluff, Arkansas, is maintained in the closed to navigation position and is remotely operated. Vessels requesting an opening shall establish contact by radio/telephone with the remote drawbridge operator on VHF–FM Channel 12 in Omaha, Nebraska.

In order to better differentiate between vessel and rail traffic for the remote drawbridge operator, Union Pacific Railroad requested this drawbridge be operated where vessels...