

## 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

■ Accordingly, pursuant 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.; to lat. 35°17'00" N., long. 94°03'01" W.; to lat. 35°17'49" N., long. 94°03'01" W.; thence east 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**

## DEPARTMENT OF THE TREASURY

## Office of the Secretary

## 31 CFR Part 1

RIN 1505-AC26

## Privacy Act; Implementation

**AGENCY:** Departmental Offices, Treasury.

**ACTION:** Final rule; Technical  
Amendments.

**SUMMARY:** In accordance with the requirements of the Privacy Act of 1974, as amended, the Department of the Treasury is revising the title of an Internal Revenue Service (IRS) system of records identified in this part.

**DATES:** October 22, 2010.

**FOR FURTHER INFORMATION CONTACT:** Dale Underwood, Privacy Act officer, Department of the Treasury, 1500 Pennsylvania Avenue, NW., Washington, DC 20220. Telephone: 202-622-0874. FAX: 202-622-3895. E-mail: [dale.underwood@do.treas.gov](mailto:dale.underwood@do.treas.gov).

**SUPPLEMENTARY INFORMATION:** The Department of the Treasury is publishing separately in the **Federal Register** the notice of alterations to three systems of records maintained by the Office of Professional Responsibility. One of those systems, Treasury/IRS 37.009 had previously been entitled "Enrolled Agent Records." On December 12, 2006, the Department published a notice in the **Federal Register** at 71 FR 69613 to amend the title to "Enrolled Agents and Resigned Enrolled Agents." A concurrent change to the title found in the table at 31 CFR 1.36(g)(1)(viii) was not made at that time. This final rule amends the title of 37.009 from "Enrolled Agent Records" to Treasury/IRS 37.009—Enrolled Agent and Enrolled Retirement Plan Agent Records." The Department has previously claimed an exemption from provisions of the Privacy Act for this system of records pursuant to 5 U.S.C. 552a(k)(2). No new exemptions are being claimed for this system.

Under 5 U.S.C. 552a(k)(2), the head of an agency may promulgate rules to exempt any system of records within the agency from certain provisions of the Privacy Act if the system contains investigatory material compiled for law

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 regulated. 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:

**Authority:** 5 U.S.C. 301 and 31 U.S.C. 321. Subpart A also issued under 5 U.S.C. 552 as amended. Subpart C also issued under 5 U.S.C. 552a.

■ 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.**

No.	System name
IRS 37.009	Enrolled Agent and Enrolled Retirement Plan Agent Records.

Dated: September 28, 2010.

**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](mailto: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