

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2011-0623; Airspace Docket No. 11-AEA-15]

#### Amendment of Class E Airspace; Wrightstown, NJ

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

**ACTION:** Final rule, technical amendment.

**SUMMARY:** This action amends Class E airspace for the Wrightstown, NJ, area, by changing Allaire Airport to Monmouth Executive Airport, Belmar, NJ. This action also updates the airspace descriptions to be in concert with the FAA's aeronautical database.

**DATES:** Effective date 0901 UTC, December 15, 2011. The Director of the Federal Register approves this incorporation by reference action under title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Richard Horrocks, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5588.

#### SUPPLEMENTARY INFORMATION:

##### The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 amends Class E airspace for the Wrightstown, NJ, area at the request of FAAs Aeronautical Products. Allaire Airport has been renamed Monmouth Executive Airport, Belmar, NJ. Also, minor changes to the airspace descriptions are being made for clarity, as well as updating the geographic coordinates. Accordingly, since this is

an administrative change, and does not affect the boundaries, altitudes, or operating requirements of the airspace, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

The Class E airspace designations are published in Paragraph 6005 of FAA order 7400.9V, dated August 9, 2011, and effective September 15, 2011, 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 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, is non-controversial and unlikely to result in adverse or negative comments. It, therefore, (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 United States Code. Subtitle I, 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 amends controlled airspace for the Wrightstown, NJ, Class E airspace area.

#### Lists 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 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 71.1 of Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

#### AEA NJ E5 Wrightstown, NJ [Amended]

Lakewood, Lakewood Airport, NJ  
(Lat. 40°04'00" N., long. 74°10'40" W.)  
McGuire AFB, NJ  
(Lat. 40°00'56" N., long. 74°35'30" W.)  
Robbinsville, Trenton-Robbinsville Airport, NJ  
(Lat. 40°12'50" N., long. 74°36'06" W.)  
Belmar, Monmouth Executive Airport, NJ  
(Lat. 40°11'12" N., long. 74°07'28" W.)  
Toms River, Robert J. Miller Airport, NJ  
(Lat. 39°55'39" N., long. 74°17'33" W.)  
Lakehurst (Navy) TACAN  
(Lat. 40°02'06" N., long. 74°21'08" W.)  
Colts Neck VOR/DME  
(Lat. 40°18'41" N., long. 74°09'35" W.)  
Coyle VORTAC  
(Lat. 39°49'02" N., long. 74°25'54" W.)  
Robbinsville VORTAC  
(Lat. 40°12'09" N., long. 74°29'42" W.)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Lakewood Airport and within a 10.5-mile radius of McGuire AFB and within an 11.3-mile radius of the Lakehurst (Navy) TACAN extending clockwise from the TACAN 310° radial to the 148° radial and within 4.4 miles each side of the Coyle VORTAC 031° radial extending from the VORTAC to 11.3 miles northeast and within 2.6 miles southwest and 4.4 miles northeast of the Lakehurst (Navy) TACAN 148° radial extending from the TACAN to 12.2 miles southeast and within a 6.4-mile radius of Trenton-Robbinsville Airport and within 5.7 miles north and 4 miles south of the Robbinsville VORTAC 278° and 098° radials

extending from 4.8 miles west to 10 miles east of the VORTAC and within a 6.7-mile radius of Monmouth Executive Airport and within 1.8 miles each side of the Colts Neck VOR/DME 167° radial extending from the Monmouth Executive Airport 6.7-mile radius to the VOR/DME and within 4 miles each side of the 312° bearing from Monmouth Executive airport extending from the 6.7-mile radius of the airport to 9 miles northwest of the airport and within a 6.5-mile radius of Robert J. Miller Air Park and within 1.3 miles each side of the Coyle VORTAC 044° radial extending from the 6.5-mile radius to the VORTAC, excluding the portions that coincide with the Atlantic City, NJ, Princeton, NJ, Old Bridge NJ, Philadelphia, PA, Class E airspace areas.

Issued in College Park, Georgia, on September 9, 2011.

**Mark D. Ward,**

*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2011-24348 Filed 9-21-11; 8:45 am]

**BILLING CODE 4910-13-P**

## FEDERAL TRADE COMMISSION

### 16 CFR Part 310

#### Telemarketing Sales Rule

**AGENCY:** Federal Trade Commission.

**ACTION:** Correcting amendments.

**SUMMARY:** The Federal Trade Commission published a final amended Telemarketing Sales Rule in the **Federal Register** on August 10, 2010 (75 FR 48458), with new provisions to address the telemarketing of debt relief services. This document makes technical corrections in that final rule.

**DATES:** Effective on September 22, 2011.

**FOR FURTHER INFORMATION CONTACT:**

Karen S. Hobbs, Attorney, Division of Marketing Practices, Bureau of Consumer Protection, Federal Trade Commission, Washington, DC 20580, (202) 326-3587.

**SUPPLEMENTARY INFORMATION:** This document makes technical corrections in the Telemarketing Sales Rule.

#### List of Subjects in 16 CFR Part 310

Telemarketing, Trade practices.

Accordingly, 16 CFR part 310 is corrected by making the following correcting amendments:

### PART 310—TELEMARKETING SALES RULE

■ 1. The authority citation for part 310 continues to read as follows:

**Authority:** 15 U.S.C. 6101-6108.

#### § 310.4 [Amended]

■ 2. In § 310.4:

- a. Amend the last sentence of paragraph (a)(7) by removing “(a)(6)(i)” and adding in its place “(a)(7)(i)”.
- b. Amend paragraph (a)(7)(i)(B) by removing “(a)(6)(i)(A)” and adding in its place “(a)(7)(i)(A)”.
- c. Amend the introductory text of paragraph (a)(7)(ii) by removing “(a)(6)(i)” and adding in its place “(a)(7)(i)”.
- d. Amend paragraph (a)(7)(ii)(B) by removing “(a)(6)(i)(A)” and adding in its place A(a)(7)(ii)(A)”.

By direction of the Commission.

**Donald S. Clark,**

*Secretary.*

[FR Doc. 2011-24361 Filed 9-21-11; 8:45 am]

**BILLING CODE 6750-01-P**

## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 40

[Docket No. RM10-6-000; Order No. 754]

#### Interpretation of Transmission Planning Reliability Standard

**AGENCY:** Federal Energy Regulatory Commission, Energy.

**ACTION:** Final rule.

**SUMMARY:** On November 17, 2009, the North American Electric Reliability Corporation (NERC) submitted a petition requesting approval of NERC's interpretation of Requirement R1.3.10 of Commission-approved transmission planning Reliability Standard TPL-002-0 (System Performance Following Loss of a Single Bulk Electric System Element). In a March 2010 Notice of Proposed Rulemaking (NOPR), the Commission proposed to reject NERC's proposed interpretation, and instead proposed an alternative interpretation of Requirement R1.3.10 of Reliability Standard TPL-002-0. As a result of the comments received in response to the proposal, the Commission declines to adopt the NOPR proposal and approves NERC's proposed interpretation. In addition, as proposed by several commenters, the Commission directs NERC and Commission staff to initiate a process to identify any reliability issues, as discussed below.

**DATES:** *Effective Date:* This rule will become effective October 24, 2011.

**FOR FURTHER INFORMATION CONTACT:**

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lauren.rosenblatt@ferc.gov.

**SUPPLEMENTARY INFORMATION:** 136 FERC ¶ 61,186

*Before Commissioners:* Jon Wellenhoff, Chairman; Marc Spitzer, Philip D. Moeller, John R. Norris, and Cheryl A. LaFleur.

Issued September 15, 2011

1. On November 17, 2009, the North American Electric Reliability Corporation (NERC) submitted a petition requesting approval of NERC's interpretation of Requirement R1.3.10 of Commission-approved transmission planning Reliability Standard TPL-002-0 (System Performance Following Loss of a Single Bulk Electric System Element). In a March 2010 Notice of Proposed Rulemaking (NOPR),<sup>1</sup> the Commission proposed to reject NERC's proposed interpretation, and instead proposed an alternative interpretation of Requirement R1.3.10 of Reliability Standard TPL-002-0. As a result of the comments received in response to the proposal, the Commission declines to adopt the NOPR proposal and approves NERC's proposed interpretation of Requirement R1.3.10 of Reliability Standard TPL-002-0. In addition, as proposed by several commenters, the Commission directs NERC and Commission staff to initiate a process to identify any reliability issues, as discussed below.

#### I. Background

2. Section 215 of the Federal Power Act (FPA) requires a Commission-certified Electric Reliability Organization (ERO) to develop mandatory and enforceable Reliability Standards, which are subject to Commission review and approval.<sup>2</sup> Specifically, the Commission may approve, by rule or order, a proposed Reliability Standard or modification to a Reliability Standard if it determines that the Standard is just, reasonable, not unduly discriminatory or preferential, and in the public interest.<sup>3</sup> Once approved, the Reliability Standards may be enforced by the ERO, subject to Commission oversight, or by the Commission independently.<sup>4</sup>

<sup>1</sup> *Interpretation of Transmission Planning Reliability Standards*, 75 FR 14386 (March 25, 2010), FERC Stats. & Regs. ¶ 32,655 (2010).

<sup>2</sup> 16 U.S.C. 824 (2006).

<sup>3</sup> *Id.* 824o(d)(2).

<sup>4</sup> *Id.* 824o(e)(3).