

which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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

(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0165, dated July 31, 2009, and the service information specified in Table 1 of this AD, for related information.

#### Material Incorporated by Reference

(j) You must use the applicable service information contained in Table 2 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Airbus SAS—EAW

(Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

(4) You may also review copies of the service information that is incorporated by reference 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).

TABLE 2—MATERIAL INCORPORATED BY REFERENCE

Document	Date
Airbus Mandatory Service Bulletin A300-53-0388, including Appendix 01 .....	March 17, 2009.
Airbus Mandatory Service Bulletin A300-53-6164, including Appendix 01 .....	March 17, 2009.
Airbus Mandatory Service Bulletin A310-53-2131, including Appendix 01 .....	March 17, 2009.

Issued in Renton, Washington, on May 28, 2010.

Ali Bahrami,

Manager, Transport Airplane Directorate,  
Aircraft Certification Service.

[FR Doc. 2010-13435 Filed 6-7-10; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2010-0249; Airspace  
Docket No. 10-ASO-22]

#### Establishment of Class E Airspace; Panama City, Tyndall AFB, FL.

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

**ACTION:** Direct final rule; confirmation of  
effective date.

**SUMMARY:** This action confirms the  
effective date of a direct final rule  
published in the **Federal Register** April  
1, 2010 that establishes Class E airspace  
at Tyndall AFB, Panama City, FL.

**DATES:** *Effective Date:* 0901 UTC, June 8,  
2010.

**FOR FURTHER INFORMATION CONTACT:**  
Melinda Giddens, Operations Support  
Group, Eastern Service Center, Federal  
Aviation Administration, P.O. Box  
20636, Atlanta, Georgia 30320;  
telephone (404) 305-5610.

**SUPPLEMENTARY INFORMATION:**

#### Confirmation of Effective Date

The FAA published this direct final  
rule with a request for comments in the  
**Federal Register** on April 1, 2010 (75 FR  
16331), Docket No. FAA-2010-0249;  
Airspace Docket No. 10-ASO-22. The  
FAA uses the direct final rulemaking  
procedure for a non-controversial rule  
where the FAA believes that there will  
be no adverse public comment. This  
direct final rule advised the public that  
no adverse comments were anticipated,  
and that unless a written adverse  
comment, or a written notice of intent  
to submit such an adverse comment,  
were received within the comment  
period, the regulation would become  
effective on June 3, 2010. No adverse  
comments were received, and thus this  
notice confirms that effective date.

Issued in College Park, Georgia, on May 27,  
2010.

Barry A. Knight,

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

[FR Doc. 2010-13635 Filed 6-7-10; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2010-0069; Airspace  
Docket No. 10-ASO-15]

#### Establishment of Class E Airspace; Mount Pleasant, SC.

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

**ACTION:** Direct final rule; confirmation of  
effective date.

**SUMMARY:** This action confirms the  
effective date of a direct final rule  
published in the **Federal Register** April  
1, 2010 that establishes Class E airspace  
at Mt Pleasant Regional Airport-Faison  
Field, Mount Pleasant, SC.

**DATES:** *Effective Date:* 0901 UTC, June 8,  
2010.

**FOR FURTHER INFORMATION CONTACT:**  
Melinda Giddens, Operations Support  
Group, Eastern Service Center, Federal  
Aviation Administration, P. O. Box  
20636, Atlanta, Georgia 30320;  
telephone (404) 305-5610.

**SUPPLEMENTARY INFORMATION:**

#### Confirmation of Effective Date

The FAA published this direct final  
rule with a request for comments in the  
**Federal Register** on April 1, 2010 (75 FR  
16335), Docket No. FAA-2010-0069;  
Airspace Docket No. 10-ASO-15. The  
FAA uses the direct final rulemaking  
procedure for a non-controversial rule

where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on June 3, 2010. No adverse comments were received, and thus this notice confirms that effective date.

Issued in College Park, Georgia, on May 27, 2010.

**Barry A. Knight,**

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

[FR Doc. 2010-13637 Filed 6-7-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2010-0080; **Airspace**  
Docket No. 10-AAL-2]

#### **Revision of Class E Airspace; Wainwright, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action revises Class E airspace at Wainwright, AK, to accommodate amended Standard Instrument Approach Procedures (SIAPs), and one new Obstacle Departure Procedure (ODP) at Wainwright Airport. The FAA is taking this action to enhance safety and

management of Instrument Flight Rules (IFR) operations at Wainwright Airport.

**DATES:** Effective 0901 UTC, July 29, 2010. 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:** Gary Rolf, AAL-538G, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5898; fax: (907) 271-2850; e-mail: [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov). Internet address: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/systemops/fs/alaskan/rulemaking/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/rulemaking/).

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

On Thursday, March 11, 2010, the FAA published a notice of proposed rulemaking in the **Federal Register** to revise Class E airspace at Wainwright, AK (75 FR 11480).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. One comment was received. Refer to Figure 1 below to see the affected airspace. The commenter agreed with the 700 foot requirement, but asked why the 1,200 foot controlled airspace had to extend 70 miles from the airport, and disagreed with the proposal by questioning the need to extend that distance. The commenter asserted that if he were not able to contact the clearance authority, it would be illegal and unsafe to fly in controlled airspace under IFR without a clearance. The 70-mile requirement is based on Area

Navigation (RNAV) instrument approach requirements based on what are called Terminal Arrival Areas (TAAs). A typical approach is designed to begin at the Initial Approach Fix (IAF) approximately 30 miles from the airport. The air traffic control's controlled airspace requirement begins another 30 miles outside the IAF. In this case, the extension requires a 70-mile radius. Additionally, the commenter asserted that flights out to 70 miles in this area are in Class G airspace. In fact, only a small portion of Class G would be converted to Class E (approximately 5-10% of the area). The remainder is already 1,200 foot Class E airspace associated with airport IFR service at Barrow, Point Lay, and Atkasuk. TAA's in Alaska are good for pilots where non-radar operations are common. They essentially allow the arrival to be reduced to no more than two 90 degree turns to final, without extended non-radar clearances for excessive distances. The trade off in this case is less Class G airspace. However, even in Alaska, the Class G airspace is being converted to Class E where other TAAs have been published, and is quickly becoming unusable for any great distance. Regarding safety, the commenter is correct. Should he encounter inadvertent Instrument Meteorological Conditions (IMC) and have to climb to remain clear of clouds, he would have to either turn to remain VMC or declare an emergency, as he would anywhere else in the country. His comments are reasonable and thoughtful, and we appreciate his participation in this process. However, after consideration of the comment, the rule is adopted as proposed.

Figure 1