

requirements and has assigned OMB Control Number 2120–0056.

Related Information

(i) Refer to MCAI Canadian Airworthiness Directive CF–2008–09, dated February 5, 2008; and Bombardier Service Bulletin 601R–24–113, Revision A, dated August 11, 2005; for related information.

Material Incorporated by Reference

(j) You must use Bombardier Service Bulletin 601R–24–113, Revision A, dated August 11, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register previously approved the incorporation by reference of Bombardier Service Bulletin 601R–24–113, Revision A, dated August 11, 2005, on April 30, 2009 (74 FR 13086, March 26, 2009).

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–5000; fax 514–855–7401; e-mail thd.crj@aero.bombardier.com; Internet <http://www.bombardier.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.

Issued in Renton, Washington, on June 17, 2010.

Robert D. Breneman,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010–15819 Filed 6–29–10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. FAA–2007–29305; Amdt. No. 91–314–A]

RIN 2120–AI92

Automatic Dependent Surveillance—Broadcast (ADS-B) Out Performance Requirements To Support Air Traffic Control (ATC) Service; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule published on May 28, 2010. In that

rule, the FAA amended its regulations to add equipage requirements and performance standards for Automatic Dependent Surveillance—Broadcast (ADS-B) Out avionics on aircraft operating in Classes A, B, and C airspace, as well as certain other specified classes of airspace within the U.S. National Airspace System (NAS). This document corrects errors in footnoted material in the preamble and cross references in the preamble and rule text of that final rule.

DATES: The final rule and this correction will become effective August 11, 2010.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this final rule, contact Vincent Capezzuto, Surveillance and Broadcast Services, AJE–6, Air Traffic Organization, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 385–8637; email vincent.capezzuto@faa.gov.

For legal questions concerning this final rule, contact Lorelei Peter, Office of the Chief Counsel, AGC–220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone 202–267–3134; e-mail lozelei.peter@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On May 28, 2010, the FAA published a final rule entitled, “Automatic Dependent Surveillance—Broadcast (ADS-B) Out Performance Requirements To Support Air Traffic Control (ATC) Service” (75 FR 30160).

There are three footnotes in the preamble for the final rule that refer the reader to the docket to find information on the analyses and evaluations performed by the Separation Standards Working Group. The FAA is revising two of those footnotes (footnotes 23 and 33) to clarify that the cited material is contained in Annexes B and G of RTCA DO–318 Safety, Performance and Interoperability Requirements Document for Enhanced Air Traffic in Radar-Controlled Areas Using ADS-B Surveillance (ADS-B RAD). A copy of those two annexes is in the docket. The third footnote (footnote 54) cites a SBS Working Group Report, dated November 30, 2006. This footnote should reference instead Annexes B and G of RTCA DO–318.

In addition, both the preamble discussion and the regulatory text of §§ 91.225 and 91.227 address equipment with an approved deviation under § 21.618. By separate rulemaking entitled “Production and Airworthiness Approval, Part Marking, and

Miscellaneous Amendments,” published October 16, 2009 (74 FR 53368), the FAA revised part 21 subpart O, and § 21.609 *Approval for deviation* was renumbered as § 21.618, effective April 14, 2010. The FAA later published a correction to that rule on March 1, 2010 (75 FR 9095) changing the effective date for the revision of subpart O to April 16, 2011. In the ADS-B final rule, therefore, the FAA is changing the references from § 21.618 to § 21.609 to reflect the correct section number. The FAA also is issuing a separate technical amendment elsewhere in this issue of the **Federal Register** to change the reference from § 21.609 to § 21.618, effective April 16, 2011.

In final rule FR Doc. 2010–12645, beginning on page 30160, in the **Federal Register** of May 28, 2010, make the following corrections:

Corrections to Preamble

1. On page 30164, in the second column, in fourth line, revise “§ 21.618” to read “§ 21.609.”

2. On page 30166, in the second column, revise footnote 23 to read as follows:

²³ The SSWG findings and analyses were adopted by RTCA SC–186 and codified in Annexes B and G of DO–318 Safety, Performance and Interoperability Requirements Document for Enhanced Air Traffic in Radar-Controlled Areas Using ADS-B Surveillance (ADS-B RAD). The annexes are available at <http://www.regulations.gov>. The docket number for this rulemaking is FAA–2007–29305.

3. On page 30169, in the third column, revise footnote 33 to read as follows:

³³ The FAA’s determination was based on the findings of the SSWG, which were adopted by RTCA SC–186 and codified in Annexes B and G of DO–318 Safety, Performance and Interoperability Requirements Document for Enhanced Air Traffic in Radar-Controlled Areas Using ADS-B Surveillance (ADS-B RAD). The annexes are available at <http://www.regulations.gov>. The docket number for this rulemaking is FAA–2007–29305.

4. On page 30179, in the third column, revise footnote 54 to read as follows:

⁵⁴ These operational evaluations were based on the findings of the SSWG, were adopted by RTCA SC–186 and codified in Annexes B and G of DO–318 Safety, Performance and Interoperability Requirements Document for Enhanced Air Traffic in Radar-Controlled Areas Using ADS-B Surveillance (ADS-B RAD). The annexes are available at <http://www.regulations.gov>. The docket number for this rulemaking is FAA–2007–29305.

Corrections to Regulatory Text

§ 91.225 [Corrected]

1. On page 30193, in the third column, amend § 91.225 (c) by revising “§ 21.618” to read “§ 21.609.”

§ 91.227 [Corrected]

2. On page 30195, in the second column, amend § 91.227 (f) by revising “§ 21.618” to read “§ 21.609.”

Issued in Washington, DC, on June 24, 2010.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. 2010–15852 Filed 6–29–10; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 91

[Docket No. FAA–2007–29305; Amdt. No. 91–316]

RIN 2120–AI92

Automatic Dependent Surveillance—Broadcast (ADS-B) Out Performance Requirements To Support Air Traffic Control (ATC) Service; Technical Amendment

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; technical amendment.

SUMMARY: The FAA is making minor technical changes to a final rule published in the **Federal Register** on May 28, 2010. In that final rule the FAA amended its regulations to add equipage requirements and performance standards for Automatic Dependent Surveillance—Broadcast (ADS-B) Out avionics on aircraft operating in Classes A, B, and C airspace, as well as certain other specified classes of airspace within the U.S. National Airspace System (NAS). This technical amendment changes a cross reference to a section in part 21 subpart O to be consistent with revisions to that subpart.

DATES: Effective April 16, 2011.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this final rule, contact Vincent Capezzuto, Surveillance and Broadcast Services, A/E–6, Air Traffic Organization, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 385–8637; e-mail vincent.capezzuto@faa.gov.

For legal questions concerning this final rule, contact Lorelei Peter, Office of the Chief Counsel, AGC–220, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone 202–267–3134; e-mail loirelei.peter@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On October 16, 2009, the FAA published a separate rulemaking entitled “Production and Airworthiness Approval, Part Marking, and Miscellaneous Amendments” (74 FR 53368) in which the FAA revised part 21 subpart O. As part of that revision, current § 21.609 *Approval for deviation* was renumbered as § 21.618, effective April 14, 2010.

On May 28, 2010, the FAA published a final rule entitled, “Automatic Dependent Surveillance—Broadcast (ADS-B) Out Performance Requirements To Support Air Traffic Control (ATC) Service” (75 FR 30160). In that final rule, the FAA referenced § 21.618 *Approval for deviation* in both the preamble and the regulatory text of §§ 91.225 and 91.227. The FAA later published a correction to the October 16, 2009, part 21 rule on March 1, 2010 (75 FR 9095) changing the effective date for the revision of subpart O to April 16, 2011. The FAA inadvertently did not reflect the section is currently numbered § 21.609 and explain that it would become § 21.618 on April 16, 2011.

By a correction document published elsewhere in this issue of the **Federal Register**, the FAA is correcting the cross reference to read “§ 21.609” in the May 28, 2010, ADS-B final rule.

This technical amendment amends §§ 91.225 and 91.227 to revise the cross references to § 21.609 to read § 21.618 effective April 16, 2011.

Discussion of Technical Amendment

As discussed above, this action makes the appropriate amendatory change to revise cross references to § 21.609 to read “§ 21.618” in §§ 91.225 and 91.227. This amendment will not impose any additional restrictions on operators affected by these regulations.

On April 16, 2011, the effective date of this technical amendment, the cross reference appearing on page 30164 in the preamble of the May 28, 2010, final rule, which now reads “§ 21.618” and is being corrected to read “§ 21.609” elsewhere in this issue of the **Federal Register**, will revert to reading “§ 21.618.”

List of Subjects in 14 CFR Part 91

Aircraft, Airmen, Air traffic control, Aviation safety, Incorporation by

Reference, Reporting and recordkeeping requirements.

The Amendment

■ Accordingly, title 14 of the Code of Federal Regulations (CFR) part 91 is amended as follows:

PART 91—GENERAL OPERATING AND FLIGHT RULES

■ 1. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, articles 12 and 29 of the Convention on International Civil Aviation (61 stat.1180).

§ 91.225 [Amended]

■ 2. Amend § 91.225 (c) by revising “§ 21.609” to read “§ 21.618.”

§ 91.227 [Amended]

■ 3. Amend § 91.227 (f) by revising “§ 21.609” to read “§ 21.618.”

Issued in Washington, DC, on June 24, 2010.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. 2010–15853 Filed 6–29–10; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Parts 154 and 155

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 112

[Docket No. USCG–2010–0592; EPA–HQ–OPA–2010–0559]

RIN 1625–AB49; 2050–AG63

Temporary Suspension of Certain Oil Spill Response Time Requirements To Support Deepwater Horizon Oil Spill of National Significance (SONS) Response

AGENCIES: Coast Guard, DHS, and Environmental Protection Agency.

ACTION: Emergency temporary interim rule.

SUMMARY: This joint Coast Guard and Environmental Protection Agency (EPA) temporary interim rule will suspend oil spill response time requirements, and certain identification and location requirements, for facilities and vessels