

DME to lat. 41°46'38" N., long. 87°17'51" W.; thence west to the 25 NM arc of the Chicago O'Hare VOR/DME (lat. 41°46'40" N., long. 87°25'22" W.); thence counterclockwise along the 25 NM arc of the Chicago O'Hare VOR/DME to the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL within an area bounded by a line beginning at lat. 42°07'52" N., long. 88°10'47" W.; thence northwest to the 25 NM arc of the Chicago O'Hare VOR/DME (lat. 42°15'40" N., long. 88°19'39" W.); thence counterclockwise along the 25 NM arc of the Chicago O'Hare VOR/DME to Interstate 90 (lat. 42°07'22" N., long. 88°26'01" W.); thence west to the 30 NM arc of the Chicago O'Hare VOR/DME (lat. 42°07'21" N., long. 88°33'05" W.); thence counterclockwise along the 30 NM arc of the Chicago O'Hare VOR/DME to Illinois State Route 10 (lat. 41°49'49" N., long. 88°32'27" W.); thence east along Illinois State Route 10

to the 25 NM arc of the Chicago O'Hare VOR/DME (lat. 41°50'40" N., long. 88°25'44" W.); thence counterclockwise along the 25 NM arc of the Chicago O'Hare VOR/DME to lat.

41°42'03" N., long. 88°18'34" W.; thence northeast to the 15 NM arc of the Chicago O'Hare VOR/DME (lat. 41°49'53" N., long. 88°09'59" W.); thence clockwise along the 15 NM arc of the Chicago O'Hare VOR/DME to the point of beginning.

Area G. That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL within an area bounded by a line beginning at lat. 42°04'14" N., long. 87°54'56" W.; thence northwest to the 10 NM arc of the Chicago O'Hare VOR/DME (lat. 42°09'00" N., long. 87°57'22" W.); thence counterclockwise along the 10 NM arc of the Chicago O'Hare VOR/DME to U.S. Highway 12 (lat. 42°08'02" N., long. 88°00'44" W.); thence southeast along U.S. Highway 12 to the 5 NM arc of the Chicago O'Hare VOR/DME (lat. 42°04'10"

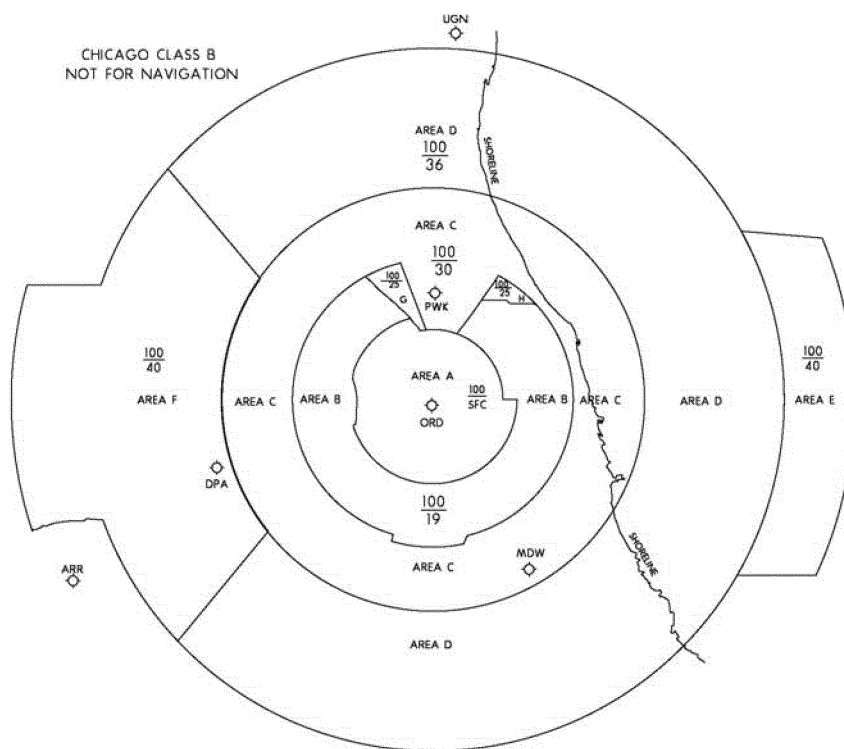
N., long. 87°55'31" W.); thence clockwise along the 5 NM arc of the Chicago O'Hare VOR/DME to the point of beginning.

Area H. That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL within an area bounded by a line beginning at the intersection of Willow Road and railroad tracks at lat. 42°06'20" N., long. 87°49'38" W.; thence northeast along the railroad tracks to the 10 NM arc of the Chicago O'Hare VOR/DME (lat. 42°08'06" N., long. 87°48'02" W.); thence clockwise along the 10 NM arc of the Chicago O'Hare VOR/DME to Willow Road (lat. 42°06'04" N., long. 87°44'28" W.); thence west along Willow Road to the point of beginning.

Issued in Washington, DC, on September 15, 2010.

Edith V. Parish,

Manager, Airspace and Rules Group.



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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2010-0325; Airspace
Docket No. 10-AWP-2]

Modification of Class E Airspace; Willcox, AZ

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action will amend existing Class E airspace at Willcox, AZ, to accommodate aircraft using a new Area Navigation (RNAV) Global Positioning System (GPS) Standard Instrument Approach Procedures (SIAPs) at Cochise County Airport. This will improve the safety and management of Instrument Flight Rules (IFR) operations at the airport.

DATES: Effective date, 0901 UTC, November 18, 2010. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual

revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue, SW., Renton, WA 98057; telephone (425) 203-4537.

SUPPLEMENTARY INFORMATION:

History

On June, 14, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend controlled airspace at Willcox, AZ (75 FR 33561). Interested parties were invited to participate in this rulemaking

effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9U dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by amending Class E airspace extending upward from 700 feet above the surface, at Cochise County Airport, to accommodate IFR aircraft executing new RNAV (GPS) SIAPs at the airport. This action is necessary for the safety and management of IFR operations.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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 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 U.S. Code. Subtitle 1, section 106 discusses 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 establishes additional controlled airspace at Cochise County Airport, Willcox, AZ.

List 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 14 CFR 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 the Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010 is amended as follows:

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

* * * * *

AWP AZ E5 Willcox, AZ [Modified]

Cochise County Airport, AZ

(Lat. 32°14′44″ N., long. 109°53′41″ W.)

That airspace extending upward from 700 feet above the surface within 6.5-mile radius of the Cochise County Airport and within 5 miles each side of the 225° bearing from the Cochise County Airport extending from the 6.5-mile radius to 14.5 miles southwest of the Cochise County Airport, and within 5.5 miles southeast and 4.5 miles northwest of the 055° bearing from the Cochise County Airport extending from the 6.5-mile radius to 14.5 miles northeast of the Cochise County Airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by lat. 32°22′40″ N., long. 109°25′00″ W.; to lat. 32°14′30″ N., long. 109°28′00″ W.; to lat. 32°21′20″ N., long. 109°58′00″ W.; to lat. 32°30′00″ N., long. 109°54′00″ W.; thence to point of beginning.

Issued in Seattle, Washington, on August 30, 2010.

John Warner,

Manager, Operations Support Group, Western Service Center.

[FR Doc. 2010–23394 Filed 9–20–10; 8:45 am]

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Part 201

[Release No. 34–62921]

Rescission of Rules Pertaining to the Payment of Bounties for Information Leading to the Recovery of Civil Penalties for Insider Trading

AGENCY: Securities and Exchange Commission.

ACTION: Final rule.

SUMMARY: The Dodd-Frank Wall Street Reform and Consumer Protection Act (“Dodd-Frank Act”) ¹ repealed former Section 21A(e) of the Securities Exchange Act of 1934, which had authorized the Securities and Exchange Commission (“Commission”) to make monetary awards to persons who provided information leading to the recovery of civil penalties for insider trading violations. Because the statutory basis for the insider trading bounty program has been removed, the Commission is rescinding rules promulgated to administer the program. **DATES:** *Effective Date:* September 21, 2010.

FOR FURTHER INFORMATION CONTACT:

Kenneth H. Hall, Assistant Chief Counsel, (202) 551–4936, Office of Chief Counsel, Division of Enforcement, Securities and Exchange Commission, 100 F Street, NE., Washington, DC 20549–6553.

SUPPLEMENTARY INFORMATION: The Insider Trading and Securities Fraud Enforcement Act of 1988 authorized the Commission to award bounties to persons who provided information leading to the recovery of civil penalties for insider trading violations; the bounty provision was codified as former Section 21A(e) of the Securities Exchange Act of 1934 (“Exchange Act”). In 1989, the Commission adopted procedural rules to administer the insider trading bounty program. *See Applications for Bounty Awards on Civil Penalties Imposed in Insider Trading Litigation*, Exchange Act Release No. 26994 (June 30, 1989).

The Dodd-Frank Act created a new and broader program for making monetary awards to whistleblowers, codified as Section 21F of the Exchange Act.² Under the new whistleblower program, the Commission is authorized to make awards to persons who voluntarily provide the Commission

¹ Public Law 111–203, 124 Stat. 1376 (July 21, 2010).

² Section 922 of the Dodd-Frank Act.