

effective date of this AD), do a magnetic particle inspection (MPI) of each MLG trunnion cap tension bolt.

(i) If no crack is found during the MPI required by paragraph (f)(1) of this AD, before further flight, either re-install the crack-free bolt(s) or install a replacement bolt(s) having the same part number (P/N) as the original bolt. Install a countersunk washer under the bolt(s) ensuring the washer P/N is applicable to the diameter bolt installed as specified in figure 1 of paragraph (f)(3)(i) of this AD.

**FIGURE 1 OF PARAGRAPH (f)(3)(i)—  
PRE-MOD JM5218 REPLACEMENT  
PARTS**

| Bolt P/N            | Washer P/N              |
|---------------------|-------------------------|
| MS21250H06040 ..... | PKS1000-6-2-S (washer). |
| MS21250H07040 ..... | PKS1000-7-2-S (washer). |

(ii) If a cracked bolt is found during the inspection required by paragraph (f)(3) of this AD, before further flight, replace each cracked bolt with a replacement bolt having the same P/N as the original bolt. Install a countersunk washer under the bolt ensuring the washer P/N is applicable to the diameter bolt installed as specified in figure 1 of paragraph (f)(3)(i) of this AD.

(4) *For Post-Mod JM5218 airplanes:* Within 250 FC after September 21, 2015 (the effective date of this AD), visually inspect each MLG trunnion cap tension bolt to determine which type of bolt is installed.

(i) If it is determined the installed bolts are P/N MS21134H07045 or P/N MS21134H07059 during the inspection required in paragraph (f)(4) of this AD, before further flight (except as specified in paragraph (f)(4)(i)(A) of this AD), replace each 'old' bolt P/N with a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a washer having P/N PKS1000-7-2-S under each bolt.

**FIGURE 2 OF PARAGRAPH (f)(4)(i)—  
POST-MOD JM5218 REPLACEMENT  
PARTS**

| Bolt P/N 'Old'      | Bolt P/N 'New'                      |
|---------------------|-------------------------------------|
| MS21134H07045 ..... | MS21134H07046, or<br>MS21250H07046. |
| MS21134H07059 ..... | MS21134H07060, or<br>MS21250H07060. |

(A) If no 'new' replacement bolt is available to comply with paragraph (f)(4)(i) of this AD, the 'old' bolt may be reinstalled without a countersunk washer, provided that within 500 FC after reinstallation and repetitively thereafter at intervals not to exceed 500 FC, each affected bolt is inspected by MPI.

(B) Within 2,000 FC after reinstallation of a bolt as allowed by paragraph (f)(4)(i)(A) of this AD or before further flight if a crack was found during any MPI as required by paragraph (f)(4)(i)(A) of this AD, whichever occurs first, replace the 'old' bolt P/N with a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a washer having P/N PKS1000-7-2-S under each bolt.

(ii) If it is determined the installed bolts are P/N MS21250H07046 or P/N MS21250H07060 and no countersunk washer is installed during the inspection required in paragraph (f)(4) of this AD, before further flight, do an MPI of each MLG trunnion cap tension bolt.

(A) If no crack is found during the MPI required by paragraph (f)(4)(ii) of this AD, before further flight, either re-install the crack-free bolts or install replacement bolts having a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a countersunk washer P/N PKS1000-7-2-S under each bolt.

(B) If any crack is found during the MPI required by paragraph (f)(4)(ii) of this AD, before further flight, replace each cracked bolt with a serviceable one having a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a countersunk washer P/N PKS1000-7-2-S under each bolt.

#### (g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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.

#### (h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0061, dated April 20, 2015; and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, Original Issue, dated: July 31, 2012, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-2048-0003>.

#### (i) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, REVISION 1, dated April 8, 2014.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in this AD,

contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: [RApublications@baesystems.com](mailto:RApublications@baesystems.com); Internet: <http://www.baesystems.com/Businesses/RegionalAircraft/>.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-2048.

(5) You may view this 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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on August 6, 2015.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2015-19776 Filed 8-14-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA-2014-0639; Airspace  
Docket No. 13-ASW-20]

**RIN 2120-AA66**

#### Modification of Restricted Areas R-3804A, R-3804B, and R-3804C; Fort Polk, LA

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

**ACTION:** Final rule.

**SUMMARY:** This action expands the lateral boundary of restricted area R-3804B, Fort Polk, LA, and raises the restricted area ceiling to, but not including 10,000 feet mean sea level (MSL). The expanded restricted area airspace will contain new live fire ranges to support mission requirements of the U.S. Army in order to fully exploit the capabilities of modern weapons systems and complex training scenarios that replicate conditions encountered during military deployments today. This action also amends time of designation for R-3804A and R-3804B to better reflect when the restricted areas are in use by the U.S. Army and when the airspace is available to nonparticipants. Lastly, this action makes administrative editorial

corrections to the R-3804A, R-3804B, and R-3804C legal descriptions.

**DATES:** Effective date: 0901 UTC, October 15, 2015.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

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 the 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 the restricted area airspace at Fort Polk, LA, to enhance aviation safety and accommodate essential U.S. Army training requirements.

**History**

On September 25, 2014, the FAA published in the **Federal Register** a notice of proposed rulemaking (79 FR 57486) to expand the lateral boundary and raise the designated altitudes of restricted area R-3804B, amend the time of designation for R-3804A and R-3804B, and make using agency corrections to R-3804A, R-3804B, and R-3804C. The R-3804 restricted area complex amendments support the military training activities conducted at Fort Polk, LA.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Fifteen comments were received with 14 of the commenters supporting the proposed action, and one commenter raising several concerns.

The commenter suggested the FAA offset a larger R-3804B by eliminating the R-3801A, R-3801B, and R-3801C restricted areas and/or the R-3803A and R-3803B restricted areas. The commenter offered that since the R-3801 complex and the Hackett and Jena Military Operations Areas (MOAs) all have the deactivated 917th Fighter Wing listed as the using agency, the FAA should consider them for deactivation.

The R-3801 complex and associated MOAs mentioned by the commenter are used by U.S. Air Force B-52 aircraft operating from Barksdale Air Force Base (AFB), LA, for electronic combat training. The FAA has amended the legal descriptions of these Special Use Airspace (SUA) areas, effective April 30, 2015, to reflect the current using agency, the 307th Bomb Wing at Barksdale AFB, LA. The R-3803 complex noted by the commenter is used by U.S. Army units at Fort Polk for live fire training similar to that occurring in the R-3804 complex. The actual time the restricted area complexes are activated is roughly the same and consistent with the expected usage of the proposed R-3804B.

The commenter also stated that real-time deactivation of the restricted area complex during Notice to Airmen (NOTAM) periods of use is a disservice to civilian pilots who have flight planned to avoid the airspace. In the interest of maximizing navigable airspace availability to the flying public, the FAA considers real-time deactivation of SUA airspace, and making it available to non-participants, an efficient use of the National Airspace System. Under the FAA "joint use" concept, SUA is expected to be released to the controlling agency and become available for access by nonparticipating aircraft during periods when the airspace is not needed by the using agency for its designated purpose.

Lastly, the commenter questioned how much of the NOTAM activation period is actually going to be used by Fort Polk. The expected usage of R-3804B is approximately 2 weeks per month, continuously, during large unit training rotations. Modern weapons capabilities and tactics are optimized for around-the-clock employment, and training events to replicate combat scenarios can occur any time of the day or night. The R-3804 complex utilization reporting for 2013, the most recent year available, shows R-3804B to have been activated 5,412 hours out of a possible 8,760 hours. The FAA considers this utilization rate to be consistent with Fort Polk's planned use of the proposed R-3804B.

The amendments to R-3804A, R-3804B, and R-3804C are addressed below.

**The Rule**

This action amends Title 14, Code of Federal Regulations (14 CFR) part 73 by expanding the lateral and vertical dimensions of restricted area R-3804B, Fort Polk, LA; changing the times of designation for R-3804A and R-3804B; and updating the using agency

information for R-3804A, R-3804B, and R-3804C, and removing unnecessary verbiage from the designated altitudes and times of designation information for R-3804C.

The R-3804B boundary is expanded northward to match the northern boundary of R-3804A, as described in the NPRM, and the designated altitudes are raised from 3,000 feet MSL to, but not including, 10,000 feet MSL. This lateral and vertical expansion of R-3804B ensures containment of the hazardous artillery and mortar fires planned by the U.S. Army.

Additionally, the time of designation for R-3804A and R-3804B are changed from "Continuous" to "By NOTAM." This amendment ensures the restricted areas are available to the U.S. Army when needed, continuously approximately two weeks each month, and provides a better indication to nonparticipants when the restricted areas are active and when they are available for use by the public.

Lastly, this action makes editorial updates to the using agency name for R-3804A, R-3804B, and R-3804C to incorporate the military service component of the using agency in the using agency name, removes the word "up" contained in the designated altitudes for R-3804C, and removes the words "As published" contained in the time of designation for R-3804C. These are purely administrative changes that do not affect the scheduling, use, or activities conducted within the restricted areas.

**Regulatory Notices and Analyses**

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. Therefore, this regulation: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

Regarding expansion of the lateral boundary and raising the designated altitudes of restricted area R-3804B, in

accordance with FAA Order 1050.1E, paragraphs 402 and 404d, the FAA has conducted an independent evaluation of the United States Army, Joint Readiness Training Center's Final Environmental Assessment for the Establishment of Additional Restricted Airspace Joint Readiness Training Center and Fort Polk, LA dated March 2013 (hereinafter "the FEA"). The FAA adopted the relevant portions of the FEA and prepared a Finding of No Significant Impact/Record of Decision dated August 11, 2015. The FAA has determined that no significant impacts would occur as a result of the Federal action and therefore that preparation of an Environmental Impact Statement is not warranted, and a Finding of No Significant Impact in accordance with 40 CFR part 1501.4(e) is appropriate.

Regarding amending the time of designation for R-3804A and R-3804B, the FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311c. This action, by changing time of designation from "continuous" to "by NOTAM" serves to return all or part of special use airspace (SUA) to the National Airspace System (NAS). It is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exists that warrant preparation of an environmental assessment.

Regarding making using agency corrections to R-3804A, R-3804B, and R-3804C, the FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311d. This action is an administrative change to the titles in the descriptions of the affected restricted areas to reflect the correct locations. It does not alter the dimensions, altitudes, times of designation or actual physical locations of the airspace; therefore, it is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exists that warrant preparation of an environmental assessment.

#### List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

### PART 73—SPECIAL USE AIRSPACE

- 1. The authority citation for part 73 continues to read as follows:

**Authority:** 49 U.S.C. 106 (f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 73.38 [Amended]

- 2. Section 73.38 is amended as follows:

\* \* \* \* \*

#### R-3804A Fort Polk, LA (Amended)

**Boundaries.** Beginning at lat. 31°00'53" N., long. 93°08'12" W.; to lat. 31°00'53" N., long. 92°56'53" W.; to lat. 31°00'20" N., long. 92°56'14" W.; to lat. 31°00'20" N., long. 92°54'23" W.; to lat. 31°03'55" N., long. 92°51'34" W.; to lat. 31°09'35" N., long. 92°58'25" W.; to lat. 31°09'35" N., long. 93°00'56" W.; to lat. 31°08'43" N., long. 93°01'55" W.; to lat. 31°08'43" N., long. 93°08'12" W.; to the point of beginning.

Designated altitudes. Surface to FL 180.

Time of designation. By NOTAM.  
Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army,  
Commanding General, Fort Polk, LA.

#### R-3804B Fort Polk, LA (Amended)

**Boundaries.** Beginning at lat. 31°00'53" N., long. 93°10'53" W.; to lat. 31°00'53" N., long. 93°08'12" W.; to lat. 31°08'43" N., long. 93°08'12" W.; to lat. 31°08'43" N., long. 93°11'00" W.; to lat. 31°04'56" N., long. 93°11'00" W.; to lat. 31°04'15" N., long. 93°12'31" W.; to the point of beginning.

Designated altitudes. Surface to but not including 10,000 feet MSL.

Time of designation. By NOTAM.  
Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army,  
Commanding General, Fort Polk, LA.

#### R-3804C Fort Polk, LA (Amended)

**Boundaries.** Beginning at lat. 31°00'53" N., long. 93°08'12" W.; to lat. 31°00'53" N., long. 92°56'53" W.; to lat. 31°00'20" N., long. 92°56'14" W.; to lat. 31°00'20" N., long. 92°54'23" W.; to lat. 31°03'55" N., long. 92°51'34" W.; to lat. 31°09'35" N., long. 92°58'25" W.; to lat. 31°09'35" N., long. 93°00'56" W.; to lat. 31°08'43" N., long. 93°01'55" W.; to lat. 31°08'43" N., long. 93°08'12" W.; to the point of beginning.

Designated altitudes. FL 180 to but not including FL 350.

Time of designation. By NOTAM 24 hours in advance.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army,  
Commanding General, Fort Polk, LA.

Issued in Washington, DC, on August 11, 2015.

**M. Randy Willis,**

*Acting Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2015–20286 Filed 8–14–15; 8:45 am]

**BILLING CODE 4910–13–P**

### DEPARTMENT OF HEALTH AND HUMAN SERVICES

#### Food and Drug Administration

#### 21 CFR Part 882

[Docket No. FDA–2015–N–2737]

#### Medical Devices; Neurological Devices; Classification of the Computerized Cognitive Assessment Aid

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final order.

**SUMMARY:** The Food and Drug Administration (FDA) is classifying the computerized cognitive assessment aid into class II (special controls). The special controls that will apply to the device are identified in this order, and will be part of the codified language for the computerized cognitive assessment aid's classification. The Agency is classifying the device into class II (special controls) in order to provide a reasonable assurance of safety and effectiveness of the device.

**DATES:** This order is effective September 16, 2015. The classification was applicable on June 5, 2015.

**FOR FURTHER INFORMATION CONTACT:** Peter Como, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. G242, Silver Spring, MD 20993–0002, 301–796–6919, [peter.como@fda.hhs.gov](mailto:peter.como@fda.hhs.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

In accordance with section 513(f)(1) of the Federal Food, Drug, and Cosmetic Act (the FD&C Act) (21 U.S.C. 360c(f)(1)), devices that were not in commercial distribution before May 28, 1976 (the date of enactment of the Medical Device Amendments of 1976), generally referred to as postamendment devices, are classified automatically by statute into class III without any FDA rulemaking process. These devices remain in class III and require premarket approval, unless and until the device is classified or reclassified into class I or II, or FDA issues an order finding the device to be substantially