

drag brace aft wing fitting, in accordance with the Accomplishment Instructions of Lockheed Martin Service Bulletin 093–57–207, Revision 5, dated November 14, 2008.

(4) Do a general visual inspection for cracking or damage (including cracks, loose or missing fasteners, oversized and missed drilled fastener holes, corrosion, dents, scratches and other signs of distress) of the outer surface of the wing upper and lower skins for cracks along the rib attachment at the fastener holes and between the two rows of attachments, in accordance with the Accomplishment Instructions of Lockheed Martin Service Bulletin 093–57–207, Revision 5, dated November 14, 2008.

(h) Compliance Times for the Actions Specified in Paragraph (g) of This AD

(1) For airplanes that have not accomplished the inspections described in Lockheed Martin Service Bulletin 093–57–207 prior to the effective date of this AD: At the later of the compliance times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Before the accumulation of 15,000 total flight cycles or 27,000 total flight hours, whichever occurs first.

(ii) Within 1,800 flight cycles or 3,600 flight hours, whichever occurs first, after the effective date of this AD.

(2) For airplanes that have accomplished the inspections described in Lockheed Martin Service Bulletin 093–57–207 prior to the effective date of this AD: Within 3,600 flight cycles or 7,200 flight hours, whichever occurs first, after the completion of the most recent inspections, except as specified in paragraph (h)(3) of this AD.

(3) For rib caps that have been modified as described in Lockheed Martin Service Bulletin 093–57–207: Before the accumulation of 15,000 total flight cycles or 27,000 total flight hours, whichever occurs first, for that rib cap only.

(i) Corrective Actions

If any cracking, damage, or failure is found during any inspection required by paragraph (g) of this AD: Before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Lockheed Martin Service Bulletin 093–57–207, Revision 5, dated November 14, 2008, except where this service bulletin specifies that all other damaged structural items should be repaired using the best shop practices, following procedures in Structural Repair Manual 57–12–00, this AD requires repairing the damage before further flight, in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Atlanta ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(j) Reporting

Submit a report of positive findings of the inspection for cracking, damage, or failure required by this AD to the Manager, Atlanta ACO, at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD. The report must include the inspection results, a description of the discrepancies found, the

airplane serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(k) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (i) of this AD, if those actions were performed before the effective date of this AD using Lockheed Martin Service Bulletin 093–57–207, Revision 3, dated November 22, 1991.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (n)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Related Information

(1) For more information about this AD, contact Carl Gray, Aerospace Engineer, Airframe Branch, ACE–117A, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, GA 30337; phone: 404–474–5554; fax: 404–474–5605; email: carl.w.gray@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (o)(3) and (o)(4) of this AD.

(o) 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) Lockheed Martin Service Bulletin 093–57–207, Revision 5, dated November 14, 2008.

(ii) Reserved.

(3) For Lockheed service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, L1011 Technical Support Center, Dept. 6A4M, Zone 0579, 86 South Cobb Drive, Marietta, GA 30063–0579; telephone 770–494–5444; fax 770–494–5445; email L1011.support@lmco.com; Internet <http://www.lockheedmartin.com/ams/tools/TechPubs.html>.

(4) You may view this service information at 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.

(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 Renton, Washington, on September 23, 2014.

Dionne Palermo,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014–23378 Filed 10–2–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2014–0722; Airspace Docket No. 14–AWP–9]

RIN 2120–AA66

Change of Controlling Agency for Restricted Areas; California

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action updates the name of the controlling agency for restricted areas R–2502N Fort Irwin, CA; R–2505 China Lake, CA; R–2506 China Lake South, CA; R–2508 Complex, CA; R–2515 Muroc Lake, CA and R–2524 Trona, CA to read “FAA, Joshua Control Facility, Edwards AFB, CA.” This is an administrative change only as there are no changes to the dimensions, time of designation or activities conducted within the affected restricted areas.

DATES: Effective date: 0901 UTC, January 8, 2015.

FOR FURTHER INFORMATION CONTACT: Jason Stahl, 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:

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by amending the controlling agency name for the following Restricted Areas located in California: R-2502N Fort Irwin, CA, R-2505 China Lake, CA, R-2506 China Lake South, CA, R-2508 Complex, CA, R-2515 Muroc Lake, CA, and R-2524 Trona, CA. The controlling agency for these restricted areas is changed from “FAA, Hi-Desert TRACON, Edwards AFB, CA” to “FAA, Joshua Control Facility, Edwards AFB, CA.”

This is an administrative change to update the name of the controlling agency for the above listed restricted areas. It does not affect the boundaries, designated altitudes, or activities conducted within the restricted areas; therefore, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action 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 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.

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 descriptions of restricted areas to reflect current facility names.

Environmental Review

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 airspace action is an administrative change to the descriptions of the affected restricted areas to update the controlling agency name. It does not alter the dimensions, altitudes, or times of designation 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(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 73.25 [Amended]

- 2. § 73.25 is amended as follows:

* * * * *

R-2502N Fort Irwin, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

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R-2505 China Lake, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

R-2506 China Lake South, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

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R-2508 Complex, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

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R-2515 Muroc Lake, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

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R-2524 Trona, CA [Amended]

By removing the current controlling agency and adding in its place:

“Controlling agency. FAA, Joshua Control Facility, Edwards AFB, CA.”

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Issued in Washington, DC, on September 25, 2014.

Gary A. Norek,

Manager, Airspace Policy Regulations Group.

[FR Doc. 2014-23662 Filed 10-2-14; 8:45 am]

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Parts 5 and 232

[Docket No. FR-5794-N-02]

Federal Housing Administration (FHA): Section 232 Healthcare Facility Insurance Program—Submission of Operator Financial Reports in Accordance With HUD’s Uniform Financial Reporting Standards: Commencement of Compliance

AGENCY: Office of the Assistant Secretary for Housing—Federal Housing Commissioner, HUD.

ACTION: Announcement of commencement of compliance.

SUMMARY: On September 16, 2014, HUD published an interim rule that revised the financial reporting deadlines for operators participating in FHA’s program for insurance of health care facilities under section 232 of the National Housing Act (Section 232 program) to bring the operators in-line with the reporting periods prescribed in HUD’s Uniform Financial Reporting Standards. In accordance with HUD’s regulations implementing its Uniform Financial Reporting Standards, HUD is providing notice that it has issued guidance on the manner in which the reports by operators are to be submitted to HUD.

DATES: *Compliance date:* December 2, 2014.