

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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: [albert.mercado@faa.gov](mailto:albert.mercado@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.

(3) *Reporting Requirements*: For any reporting requirement in this AD, 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.

#### (h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2011-0235-E, dated December 13, 2011; DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-194, Amendment 2, dated November 2011; and Erratum to DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-194-32, Amendment 2, dated December 2011, for related information. For service information related to this AD, contact SOCATA—Direction des Services, 65921 Tarbes Cedex 9, France; telephone: +33 (0)5 62 41 73 00; fax: +33 (0)5 62 41 7654; or in the United States contact SOCATA North America, Inc., North Perry Airport, 7501 South Airport Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; email: [mysocata@socata.daher.com](mailto:mysocata@socata.daher.com); Internet: [www.socatanorthamerica.com](http://www.socatanorthamerica.com). You may review copies of the referenced 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.

Issued in Kansas City, Missouri, on March 5, 2012.

**John Colomy,**

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

[FR Doc. 2012-5794 Filed 3-8-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2012-0251; Directorate Identifier 2012-CE-002-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft Inc.) Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to supersede an existing airworthiness directive (AD) that applies to certain Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft Inc.) Models PA-31T and PA-31T1 airplanes. The existing AD currently requires correcting a model identification error on the aircraft data plate. Since we issued that AD, we have become aware that some owner/operators of the affected airplanes modified the aircraft data plate in error because of confusion in the serial number applicability. Because of the confusion, the manufacturer has issued new service information to clarify affected airplane serial numbers. This proposed AD would require determining the airplane model based on the serial number and modifying the aircraft data plate to properly identify the airplane model. This proposed AD would also require doing a detailed search for all applicable airworthiness related documents that apply to any airplane that has an incorrectly marked data plate and take necessary corrective actions based on the search findings. We are proposing this AD to correct the unsafe condition on these products.

**DATES:** We must receive comments on this proposed AD by April 23, 2012.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal*: Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax*: 202-493-2251.

- *Mail*: U.S. Department of

Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- *Hand Delivery*: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact Piper Aircraft, Inc., 926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: [www.piper.com](http://www.piper.com). You may review copies of the referenced 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.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### FOR FURTHER INFORMATION CONTACT:

Gregory “Keith” Noles, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5551; fax: (404) 474-5606; email: [gregory.noles@faa.gov](mailto:gregory.noles@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2012-0251; Directorate Identifier 2012-CE-002-AD” at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

**Discussion**

On May 27, 1980, AD 80–11–06, amendment 39–3776 (45 FR 35309), was published in the **Federal Register** for certain Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft Inc.) Models PA–31T and PA–31T1 airplanes. That AD requires correcting a model identification error on the aircraft data plate. Certain Model PA–31T airplanes have been improperly identified as a Model PA–31T1 airplane on the aircraft data plate.

**Actions Since Existing AD Was Issued**

Since we issued AD 80–11–06 (45 FR 35309, May 27, 1980), we have become aware that the aircraft data plate on some of the affected airplanes have been modified in error because of confusion in the serial number applicability.

The requirements in AD 80–11–06 (45 FR 35309, May 27, 1980), match those in Piper Service Bulletin 670, issued December 3, 1979. Also, the type

certificate data sheet (TCDS) did not clearly distinguish the serial numbers for the Models PA–31T and PA–31T1 airplanes.

As a result of the confusion, Piper Aircraft, Inc. has issued a new service bulletin to clarify the affected serial numbers. We are also working with Piper Aircraft, Inc. to clarify the serial numbers in the TCDS.

**Relevant Service Information**

We reviewed Piper Aircraft Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011. The service bulletin describes procedures for determining the airplane model based on the serial number and provides instructions for modifying the aircraft data plate to properly identify the airplane model.

**FAA’s Determination**

We are proposing this AD because we evaluated all the relevant information

and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Proposed AD Requirements**

This proposed AD would retain all requirements of AD 80–11–06 (45 FR 35309, May 27, 1980). This proposed AD would clarify the serial number applicability of the affected model airplanes. This proposed AD would also require a detailed search for all applicable airworthiness related documents that apply to any airplane that has an incorrectly marked aircraft data plate and take necessary corrective actions.

**Costs of Compliance**

We estimate that this proposed AD affects 158 airplanes of U.S. registry.

We estimate the following costs to comply with this proposed AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect the aircraft data plate .....	1 work-hour × \$85 per hour = \$85.	Not applicable .....	\$85	\$13,430

We estimate the following costs to do any necessary modification and/or records search that would be required

based on the results of the proposed inspection. We have no way of

determining the number of aircraft that might need modification:

**ON-CONDITION COSTS**

Action	Labor cost	Parts cost	Cost per product
Modify the aircraft data plate .....	1 work-hour × \$85 per hour = \$85.	Not applicable .....	\$85
Detailed search for all applicable airworthiness related documents that apply to any airplane that has an incorrectly marked aircraft data plate.	4 work-hours × \$85 per hour = \$340.	Not applicable .....	340

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. 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.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for

safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

We have determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

*For the reasons discussed above, I certify that the proposed regulation:*

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. The FAA amends § 39.13 by removing airworthiness directive (AD) 80–11–06, Amendment 39–3776 (45 FR 35309, May 27, 1980), and adding the following new AD:

**Piper Aircraft, Inc. (Type Certificate previously held by The New Piper Aircraft Inc.):** Docket No. FAA–2012–0251; Directorate Identifier 2012–CE–002–AD.

**(a) Comments Due Date**

The FAA must receive comments on this AD action by April 23, 2012.

**(b) Affected ADs**

This AD supersedes AD 80–11–06, Amendment 39–3776 (45 FR 35309, May 27, 1980).

**(c) Applicability**

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) *Model PA–31T airplanes*, serial numbers 31T–7820001, 31T–7820002, 31T–7820003, 31T–7820004, 31T–7820005, 31T–7820006, 31T–7820007, 31T–7820008, 31T–7820009, 31T–7820010, 31T–7820011, 31T–7820012, 31T–7820013, 31T–7820014, 31T–7820015, 31T–7820016, 31T–7820017, 31T–7820018, 31T–7820019, 31T–7820020, 31T–7820021, 31T–7820022, 31T–7820023, 31T–7820024, 31T–7820025, 31T–7820026, 31T–7820027, 31T–7820028, 31T–7820029, 31T–7820030, 31T–7820031, 31T–7820032, 31T–7820033, 31T–7820034, 31T–7820035, 31T–7820036, 31T–7820037, 31T–7820038, 31T–7820039, 31T–7820040, 31T–7820041, 31T–7820042, 31T–7820043, 31T–7820044, 31T–7820045, 31T–7820046, 31T–7820047, 31T–7820048, 31T–7820049, 31T–7820050, 31T–7820051, 31T–7820052, 31T–7820053, 31T–7820054, 31T–7820055, 31T–7820056, 31T–7820057, 31T–7820058, 31T–7820059, 31T–7820060, 31T–7820061, 31T–7820062, 31T–7820063, 31T–7820064, 31T–7820065, 31T–7820066, 31T–7820067, 31T–7820068, 31T–7820069, 31T–7820070, 31T–7820071, 31T–7820072, 31T–7820073, 31T–7820074, 31T–7820075, 31T–7820076, 31T–7820077, 31T–7820078, 31T–7820079, 31T–7820080, 31T–7820081, 31T–7820082, 31T–7820083, 31T–7820084, 31T–7820085, 31T–7820086, 31T–

7820087, 31T–7820088, 31T–7820089, 31T–7820090, 31T–7820091, 31T–7820092; and (2) *Model PA–31T1 airplanes*, serial numbers 31T–7804001, 31T–7804002, 31T–7804003, 31T–7804004, 31T–7804005, 31T–7804006, 31T–7804007, 31T–7804008, 31T–7804009, 31T–7804010, 31T–7804011, 31T–7904001, 31T–7904002, 31T–7904003, 31T–7904004, 31T–7904005, 31T–7904006, 31T–7904007, 31T–7904008, 31T–7904009, 31T–7904010, 31T–7904011, 31T–7904012, 31T–7904013, 31T–7904014, 31T–7904015, 31T–7904016, 31T–7904017, 31T–7904018, 31T–7904019, 31T–7904020, 31T–7904021, 31T–7904022, 31T–7904023, 31T–7904024, 31T–7904025, 31T–7904026, 31T–7904027, 31T–7904028, 31T–7904029, 31T–7904030, 31T–7904031, 31T–7904032, 31T–7904033, 31T–7904034, 31T–7904035, 31T–7904036, 31T–7904037, 31T–7904038, 31T–7904039, 31T–7904040, 31T–7904041, 31T–7904042, 31T–7904043, 31T–7904044, 31T–7904045, 31T–7904046, 31T–7904047, 31T–7904048, 31T–7904049, 31T–7904050, 31T–7904051, 31T–7904052, 31T–7904053, 31T–7904056, 31T–7904057.

**(d) Subject**

Joint Aircraft System Component (JASC)/ Air Transport Association (ATA) of America Code 1100, Placards and Markings.

**(e) Unsafe Condition**

This AD was prompted by reports that some owner/operators of the affected airplanes modified the aircraft data plate in error because of confusion in the serial number applicability. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Inspect the Aircraft Data Plate**

Within the next 100 hours after the effective date of this AD, inspect the markings on the aircraft data plate. Do the inspection following Part I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011.

(1) If the aircraft data plate is correctly marked, make a logbook entry showing compliance with this AD, and no further action is required.

(2) If the aircraft data plate is incorrectly marked, continue with paragraphs (h) and (i) of this AD.

**(h) Modify the Aircraft Data Plate**

Before further flight after the inspection required in paragraph (g) of this AD, modify the aircraft data plate following Part II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011.

**(i) Detailed Aircraft Records Search**

Before further flight after the modification required in paragraph (h) of this AD:

(1) Do a detailed search of the aircraft maintenance records and documents to include, but not limited to, ADs, special airworthiness information bulletins (SAIBs), service bulletins (SBs), and other service documents; installed supplemental type

certificates (STCs) and parts manufacturing approval (PMAs); and instructions for continued airworthiness (ICAs). Each document found must be assessed to ensure proper actions have been made to maintain airworthiness as affected by the model number of the aircraft. Part 135 operators and other operators utilizing FAA-approved maintenance programs will need to address changes to their inspection programs and related documents.

**Note:** Although some of the above documents may not be mandatory for compliance, it is still necessary to evaluate them to ensure that any voluntary compliance does not negatively affect the airworthiness of the airplane.

(2) Identify all discrepant conditions for misidentified aircraft and coordinate with the geographic Flight Standards District Office (FSDO) and the Atlanta Aircraft Certification Office (ACO) to determine necessary corrective actions. Also, coordinate with the geographic FSDO to arrange for revisions to the airworthiness certificate, registration, and other potential document/certificate revisions. The following is a list of example discrepant conditions that may be found during the records search:

(i) An AD was complied with that was applicable to the incorrect model, but not applicable to the corrected model.

(ii) A required AD for the corrected model was not complied with.

(iii) A maintenance action was performed that was recommended, but not mandatory, for the incorrect model, but not applicable to the corrected model.

(iv) A PMA part was installed that was applicable for the incorrect model, but not for the corrected model.

(v) An STC was installed that was applicable for the incorrect model, but not for the corrected model.

(vi) An STC was installed that was applicable for both the incorrect and corrected model, but all related, applicable ADs for the corrected model were not complied with.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Atlanta ACO, 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 the Related Information section 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.

(3) AMOCs approved for AD 80–11–06 (45 FR 35309, May 27, 1980), are approved as AMOCs for this AD.

**(k) Related Information**

(1) For more information about this AD, contact Gregory “Keith” Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone:

(404) 474-5551; fax: (404) 474-5606; email: [gregory.noles@faa.gov](mailto:gregory.noles@faa.gov).

(2) For service information identified in this AD, contact Piper Aircraft, Inc., 926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: [www.piper.com](http://www.piper.com). You may review copies of the referenced 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.

Issued in Kansas City, Missouri, on March 5, 2012.

**John Colomy,**

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

[FR Doc. 2012-5801 Filed 3-8-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 91

[Docket No. FAA-2012-0252]

#### Unmanned Aircraft System Test Sites

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

**ACTION:** Request for comments.

**SUMMARY:** The FAA intends to identify six test ranges/sites to integrate unmanned aircraft systems (UAS) into the National Airspace System (NAS). This pilot project is in direct response to a Congressional mandate. The FAA believes that designation of such UAS test sites will assist in the effort to safely and efficiently integrate UAS into the NAS and solicits feedback on this issue. This feedback will be utilized to help develop UAS test site requirements, designation standards, and oversight activity.

**DATES:** The FAA values the input of the UAS community at large and intends to incorporate ideas and suggestions into the UAS test site designation process. Send your comments on or before May 8, 2012.

The FAA will also host national webinars to provide further information and obtain feedback regarding the six test ranges/sites. Additional information and frequently asked questions are available at [www.faa.gov/](http://www.faa.gov/).

**ADDRESSES:** You may send comments identified by docket number FAA-2012-0252 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.
- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of

Transportation, 1200 New Jersey Avenue SE., Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

*Privacy:* The FAA will post all comments it receives, without change, to <http://www.regulations.gov>, including any personal information the commenter provides. Using the search function of the docket web site, anyone can find and read the electronic form of all comments received into any FAA dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at <http://DocketsInfo.dot.gov>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Richard Prosek, Manager, Unmanned Aircraft Program Office, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, call (202) 385-4835, facsimile (202) 385-4559, email [uastestsites@faa.gov](mailto:uastestsites@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

An unmanned aircraft is a device that is used, or is intended to be used, for flight in the air with no onboard pilot. These devices may be as simple as a light, hand launched aircraft flown within line of sight of the operator or as complex as a high altitude surveillance aircraft patrolling our nation's borders. They may be flown using a data link to transmit commands to the aircraft. They may perform a variety of public services, including: Surveillance, collection of air samples to determine levels of pollution, or rescue and recovery missions in crisis situations. They currently range in size from wingspans of six inches to over 240 feet; and can weigh from approximately four

ounces to over 32,000 pounds. The one thing they have in common is that their numbers and uses are growing dramatically. In the United States alone, approximately 50 companies, universities, and government organizations are developing and producing some 155 unmanned aircraft designs. Regulatory standards need to be developed to enable current technology for unmanned aircraft, and unmanned aircraft operations, to comply with Title 14 Code of Federal Regulations (CFR). Additionally, research needs to be performed to assess and mitigate operational safety and efficiency issues to enable routine UAS operations in the NAS.

#### *Congressional Mandate Under FAA Modernization and Reform Act of 2012*

On February 14, 2012, the FAA Modernization and Reform Act of 2012 was signed by the President. The Act includes specific requirements for unmanned aerial [aircraft] systems and national airspace.

Under H.R. 658, Section 331(c), the FAA Administrator is required to establish a program to integrate unmanned aircraft systems into the national airspace system at six test ranges. In establishing the program, the Administrator shall:

(A) Safely designate airspace for integrated manned and unmanned flight operations in the national airspace system;

(B) Develop certification standards and air traffic requirements for unmanned flight operations at test ranges;

(C) Coordinate with and leverage the resources of the National Aeronautics and Space Administration and the Department of Defense;

(D) Address both civil and public unmanned aircraft systems;

(E) Ensure that the program is coordinated with the Next Generation Air Transportation System; and

(F) Provide for verification of the safety of unmanned aircraft systems and related navigation procedures before integration into the national airspace system. In determining the location of the 6 test ranges of the program, the FAA Administrator shall—

(A) Take into consideration geographic and climatic diversity;

(B) Take into consideration the location of ground infrastructure and research needs; and

(C) Consult with the National Aeronautics and Space Administration and the Department of Defense.