

paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(2) If there is any bare metal in the area of the skin-to-spar bond line, before further flight, inspect the blade by following the requirements of paragraph (f)(3) of this AD.

(3) Within 10 hours time-in-service (TIS), and at intervals not to exceed 100 hours TIS or at each annual inspection, whichever occurs first, inspect each blade for corrosion, separation, a gap, or a dent by following the Compliance Procedure, paragraphs 1 through 6 and 8, of Robinson R22 Service Bulletin SB-103, dated April 30, 2010 (SB103), or Robinson Service Bulletin SB-72, dated April 30, 2010 (SB72), as appropriate for your model helicopter. Although the Robinson service information limits the magnification to 10X, a higher magnification is acceptable for this inspection. Also, an appropriate tap test tool which provides similar performance, weight, and consistency of tone may be substituted for the "1965 or later United States Quarter-dollar coin," which is specified in the Compliance Procedure, paragraph 2, of SB72 and SB103.

(4) Before further flight, refinish any exposed area of a blade by following the Compliance Procedure, paragraphs 2 through 6, of Robinson R22 Service Letter SL-56B or R44 Service Letter SL-32B, both dated April 30, 2010, as appropriate for your model helicopter.

(5) Before further flight, replace any unairworthy blade with an airworthy blade.

(6) Within 5 years of the effective date of this AD:

(i) For Model R22 series helicopters, replace blade P/N A016-2 or A016-4 with a blade, P/N A016-6.

(ii) For Model R44 series helicopters fitted with hydraulically boosted main rotor flight controls, replace blade P/N C016-2 or C016-5 with a blade, P/N C016-7.

(iii) For Model R44 series helicopters without hydraulically boosted main rotor flight controls, replace blade P/N C016-2 or C016-5 with a blade, P/N C016-7. Prior to installing a blade P/N C016-7, verify the helicopter has been modified as required by Robinson R44 Service Letter SL-37, dated June 18, 2010, Compliance Procedures, paragraphs 1. through 10.

(iv) Installing blades, P/N A016-6 or P/N C016-7, is terminating action for the inspection requirements of paragraphs (f)(1) through (f)(4) of this AD.

(7) As an option for complying with paragraph (f)(3) of this AD, you may perform a blade inspection by following the corresponding provisions of SB-103A or SB-72A, both dated July 19, 2012, as appropriate for your model helicopter.

(g) Special Flight Permits

Special flight permits will not be issued.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve

AMOCs for this AD. Send your proposal to: Fred Guerin, Aviation Safety Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5232; email fred.guerin@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(3) AMOCs approved for AD 2011-12-10 (76 FR 35330, June 17, 2011); corrected March 5, 2012 (77 FR 12991), are approved as AMOCs for the corresponding requirements in paragraph (f) of this AD.

(i) Additional Information

The Robinson letter titled "Additional Information Regarding Main Rotor Blade Skin Debonding," dated May 25, 2007, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servelib.htm>. You may review a copy of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6210: Main Rotor Blades.

(k) 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.

(3) The following service information was approved for IBR on January 9, 2015.

(i) Robinson R44 Service Letter SL-37, dated June 18, 2010.

(ii) Reserved.

(4) The following service information was previously approved for IBR on July 5, 2011 (76 FR 35330, June 17, 2011); corrected March 5, 2012 (77 FR 12991).

(i) Robinson R22 Service Bulletin SB-103, dated April 30, 2010.

(ii) Robinson R44 Service Bulletin SB-72, dated April 30, 2010.

(iii) Robinson R22 Service Letter SL-56B, dated April 30, 2010.

(iv) Robinson R44 Service Letter SL-32B, dated April 30, 2010.

(5) For Robinson service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servelib.htm>.

(6) You may view this service information at FAA, Office of the Regional Counsel,

Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(7) 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 Fort Worth, Texas, on November 4, 2014.

Lance T. Gant,

Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2014-28478 Filed 12-4-14; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2014-0986; Airspace Docket No. 14-AGL-14]

RIN 2120-AA66

Amendment of Multiple Air Traffic Service (ATS) Routes; North Central and Northeast United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, technical amendment.

SUMMARY: This action amends multiple high altitude Area Navigation (RNAV) routes (Q-routes) in the north central and northeast United States (U.S.) to change 13 fixes identified in the Q-routes to match waypoint (WP) characterizations contained in the FAA and Canadian aeronautical database information establishing the WPs. This action also amends the route termination point and geographic latitude/longitude position in RNAV route Q-822 to reflect changes made by Canada as part of its Windsor-Toronto-Montreal (WTM) airspace redesign effort.

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

ADDRESSES: FAA Order 7400.9Y, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at http://www.faa.gov/air_traffic/publications/. The Order is also available for inspection 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>.

FAA Order 7400.9, Airspace Designations and Reporting Points, is published yearly and effective on September 15. For further information, you can contact the Airspace Policy and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: 202-267-8783.

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:

History

On September 26, 2014, the FAA published in the **Federal Register** a final rule (79 FR 57758) that amended, removed, and established multiple ATS routes in the north central and northeast United States to reflect and accommodate route changes being made in Canadian airspace as part of Canada's WTM airspace redesign project, and corrected a notice of proposed rulemaking (NPRM) publishing error. The rule also made a number of changes or corrections deemed necessary following the NPRM public comment period.

The FAA now has identified in the rule that the following 13 fixes in several route descriptions were established in the FAA and Canadian aeronautical databases as WPs: DUTSH, OH; RICCS, WV; WAYLA, NY; PUPPY, NY; ARKKK, NY; FABEN, NY; STOMP, NY; POSTS, MI; JOSSY, NY; KRAZZ, NY; AGNOB, Canada; LORKA, Canada; and ADVIK, Canada.

Additionally, the final route segment providing cross border connectivity between the U.S. and Canada for the RNAV route Q-822 description was changed within Canadian airspace by NAV CANADA due to route realignment requirements. Also in RNAV route Q-822, the TANGU, Canada, WP was changed to the SINVI, Canada, WP located in a new geographic latitude/longitude position.

This rule makes the corrections to be in concert with FAA and Canadian aeronautical databases.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71

by modifying RNAV routes Q-29, Q-69, Q-82, Q-84, Q-103, Q-140, Q-812, Q-818, Q-822, Q-907, Q-935, and Q-937. The RNAV route modifications correct fix characterizations to match FAA and Canadian aeronautical database information and support Canadian airspace redesign changes for routes into and out of the Winsor, Toronto, and Montreal areas within Canada to ensure safe and efficient across border connectivity.

The RNAV route modifications accomplished by this action are outlined below.

Q-29: Change the "DUTSH, OH FIX" to read "DUTSH, OH WP."

Q-69: Change the "RICCS, WV FIX" to read "RICCS, WV WP."

Q-82: Change the "WAYLA, NY FIX" to read "WAYLA, NY WP."

Q-84: Change the "PUPPY, NY FIX" to read "PUPPY, NY WP."

Q-103: Change the "RICCS, WV FIX" to read "RICCS, WV WP."

Q-140: Change the "ARKKK, NY FIX" to read "ARKKK, NY WP."

Q-812: Change the "FABEN, NY FIX" to read "FABEN, NY WP;" the "ARKKK, NY FIX" to read "ARKKK, NY WP;" and the "STOMP, NY FIX" to read "STOMP, NY WP."

Q-818: Change the "STOMP, NY FIX" to read "STOMP, NY WP."

Q-822: Change the route title to read "Q-822 "Flint, MI (FNT) to SINVI, Canada;" the "PUPPY, NY FIX" to read "PUPPY, NY WP;" and the "TANGU, Canada WP (lat. 44°50'58.00" N., long. 063°58'43.00" W.)" to read "SINVI, Canada WP (lat. 44°48'15.00" N., long. 064°19'27.00" W.)."

Q-907: Change the "POSTS, MI FIX" to read "POSTS, MI WP;" the "AGNOB, Canada FIX" to read "AGNOB, Canada WP;" the "LORKA, Canada FIX" to read "LORKA, Canada WP;" and the "ADVIK, Canada FIX" to read "ADVIK, Canada WP."

Q-935: Change the "JOSSY, NY FIX" to read "JOSSY, NY WP;" and the "FABEN, NY FIX" to read "FABEN, NY WP."

Q-937: Change the "TULEG, Canada WP" to read "TULEG, Canada FIX;" and the "KRAZZ, NY FIX" to read "KRAZZ, NY WP."

Q-951: Change the "POSTS, MI FIX" to read "POSTS, MI WP."

High altitude United States RNAV routes (Q-routes) are published in paragraph 2006 and high altitude Canadian RNAV routes (Q-routes) are published in paragraph 2007 of FAA Order 7400.9Y dated August 6, 2014, and effective September 15, 2014, which is incorporated by reference in 14 CFR

71.1. The high altitude United States and Canadian RNAV routes (Q-routes) listed in this rule will be subsequently published in the Order.

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.

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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System. In addition, as this rule is correcting errors in certain Q routes and updating RNAV route Q-822 to accommodate changes by Canada that affect these routes, I find that notice and public procedure under 5 U.S.C. 553(b) are impractical, unnecessary and not in the public interest.

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 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 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 FAA Order 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014, is amended as follows:

Paragraph 2006 United States Area Navigation Routes

* * * * *

Q-29 HARES, LA to DUVOK, Canada (Amended)

| | | |
|---------------------|---------|--|
| HARES, LA | WP | (Lat. 33°00'00.00" N., long. 091°44'00.00" W.) |
| BAKRE, MS | WP | (Lat. 33°53'45.85" N., long. 090°58'04.75" W.) |
| Memphis, TN (MEM) | VORTAC | (Lat. 35°00'54.42" N., long. 089°58'59.55" W.) |
| OMDUE, TN | WP | (Lat. 36°07'47.32" N., long. 088°58'11.49" W.) |
| SIDAE, KY | WP | (Lat. 37°20'00.00" N., long. 087°50'00.00" W.) |
| CREEP, OH | FIX | (Lat. 39°55'15.28" N., long. 084°18'31.41" W.) |
| KLYNE, OH | WP | (Lat. 40°41'54.46" N., long. 083°18'44.19" W.) |
| DUTSH, OH | WP | (Lat. 41°08'26.35" N., long. 082°33'12.68" W.) |
| WWSHR, OH | WP | (Lat. 41°20'34.09" N., long. 082°03'05.76" W.) |
| DORET, OH | FIX | (Lat. 41°48'05.90" N., long. 080°35'04.64" W.) |
| Jamestown, NY (JHW) | VOR/DME | (Lat. 42°11'18.99" N., long. 079°07'16.70" W.) |
| HANKK, NY | FIX | (Lat. 42°53'41.82" N., long. 077°09'15.21" W.) |
| GONZZ, NY | WP | (Lat. 43°05'22.00" N., long. 076°41'12.00" W.) |
| KRAZZ, NY | WP | (Lat. 43°25'00.00" N., long. 074°18'00.00" W.) |
| NIPPY, NY | FIX | (Lat. 43°41'23.08" N., long. 073°58'06.74" W.) |
| CABCI, VT | WP | (Lat. 44°49'19.94" N., long. 071°42'55.14" W.) |
| EBONY, ME | FIX | (Lat. 44°54'08.68" N., long. 067°09'23.65" W.) |
| DUNOM, ME | WP | (Lat. 44°54'06.95" N., long. 067°00'00.00" W.) |
| DUVOK, Canada | WP | (Lat. 44°55'37.33" N., long. 065°17'11.66" W.) |

Excluding the portion within Canada.

* * * * *

Q-69 BLANN, SC to RICCS, WV (Amended)

| | | |
|-----------|----|--|
| BLAAN, SC | WP | (Lat. 33°51'09.38" N., long. 080°53'32.78" W.) |
| RYCKI, NC | WP | (Lat. 36°24'43.05" N., long. 080°25'07.50" W.) |
| LUNDD, VA | WP | (Lat. 36°44'22.38" N., long. 080°21'07.11" W.) |
| ILLSA, VA | WP | (Lat. 37°38'55.85" N., long. 080°13'18.44" W.) |
| EWESS, WV | WP | (Lat. 38°21'50.31" N., long. 080°06'52.03" W.) |
| RICCS, WV | WP | (Lat. 38°55'14.65" N., long. 080°05'01.68" W.) |

* * * * *

Q-82 WWSHR, OH to PONCT, NY (Amended)

| | | |
|---------------------|---------|--|
| WWSHR, OH | WP | (Lat. 41°20'34.09" N., long. 082°03'05.76" W.) |
| DORET, OH | FIX | (Lat. 41°48'05.90" N., long. 080°35'04.64" W.) |
| Jamestown, NY (JHW) | VOR/DME | (Lat. 42°11'18.99" N., long. 079°07'16.70" W.) |
| WAYLA, NY | WP | (Lat. 42°20'58.54" N., long. 077°48'57.18" W.) |
| VIEEW, NY | FIX | (Lat. 42°26'22.07" N., long. 077°01'33.30" W.) |
| MEMMS, NY | FIX | (Lat. 42°30'59.71" N., long. 076°18'15.43" W.) |
| LOXXE, NY | FIX | (Lat. 42°34'29.55" N., long. 075°43'33.49" W.) |
| PONCT, NY | WP | (Lat. 42°44'48.83" N., long. 073°48'48.07" W.) |

Q-84 Jamestown, NY (JHW) to Cambridge, NY (CAM) (Amended)

| | | |
|---------------------|---------|--|
| Jamestown, NY (JHW) | VOR/DME | (Lat. 42°11'18.99" N., long. 079°07'16.70" W.) |
| AUDIL, NY | FIX | (Lat. 42°52'18.74" N., long. 076°26'35.07" W.) |
| PUPPY, NY | WP | (Lat. 43°03'26.46" N., long. 075°17'39.29" W.) |
| PAYGE, NY | FIX | (Lat. 43°00'50.48" N., long. 074°15'12.76" W.) |
| Cambridge, NY (CAM) | VOR/DME | (Lat. 42°59'39.40" N., long. 073°20'38.50" W.) |

Q-103 Pulaski, VA (PSK) to AIRRA, PA (Amended)

| | | |
|-------------------|--------|--|
| Pulaski, VA (PSK) | VORTAC | (Lat. 37°05'15.74" N., long. 080°42'46.44" W.) |
| ASBUR, WV | FIX | (Lat. 37°49'24.41" N., long. 080°27'51.44" W.) |
| OAKLE, WV | FIX | (Lat. 38°07'13.80" N., long. 080°21'44.84" W.) |
| PERRI, WV | FIX | (Lat. 38°17'50.49" N., long. 080°18'05.11" W.) |
| PERKS, WV | FIX | (Lat. 38°39'40.84" N., long. 080°10'29.36" W.) |
| RICCS, WV | WP | (Lat. 38°55'14.65" N., long. 080°05'01.68" W.) |
| EMNEM, WV | WP | (Lat. 39°31'27.12" N., long. 080°04'28.21" W.) |
| AIRRA, PA | WP | (Lat. 41°06'16.48" N., long. 080°03'48.73" W.) |

* * * * *

Q-140 WOBE, WA to YODAA, NY (Amended)

| | | |
|-----------|----|--|
| WOBE, WA | WP | (Lat. 48°36'01.07" N., long. 122°49'46.52" W.) |
| GETNG, WA | WP | (Lat. 48°25'30.57" N., long. 119°31'38.98" W.) |

| | | |
|---------------|-----|--|
| CORДУ, ID | FIX | (Lat. 48°10'46.41" N., long. 116°40'21.84" W.) |
| PETIY, MT | WP | (Lat. 47°58'46.55" N., long. 114°36'20.31" W.) |
| CHOTE, MT | FIX | (Lat. 47°39'56.68" N., long. 112°09'38.13" W.) |
| LEWIT, MT | WP | (Lat. 47°23'00.21" N., long. 110°08'44.78" W.) |
| SAYOR, MT | FIX | (Lat. 47°13'58.34" N., long. 104°58'39.28" W.) |
| WILTN, ND | FIX | (Lat. 47°04'58.09" N., long. 100°47'43.84" W.) |
| TTAIL, MN | WP | (Lat. 46°41'28.00" N., long. 096°41'09.00" W.) |
| CESNA, WI | WP | (Lat. 45°52'14.00" N., long. 092°10'59.00" W.) |
| WISCN, WI | WP | (Lat. 45°18'19.45" N., long. 089°27'53.91" W.) |
| EEGEE, WI | WP | (Lat. 45°08'53.00" N., long. 088°45'58.00" W.) |
| DAYYY, MI | WP | (Lat. 44°10'10.00" N., long. 084°22'23.00" W.) |
| RUBKI, Canada | WP | (Lat. 44°14'56.00" N., long. 082°15'25.99" W.) |
| PEPLA, Canada | WP | (Lat. 43°47'51.00" N., long. 080°01'02.00" W.) |
| SIKBO, Canada | WP | (Lat. 43°39'13.00" N., long. 079°20'57.00" W.) |
| MEDAV, Canada | WP | (Lat. 43°29'19.00" N., long. 078°45'46.00" W.) |
| AHPAH, NY | WP | (Lat. 43°18'19.00" N., long. 078°07'35.11" W.) |
| HANKK, NY | FIX | (Lat. 42°53'41.82" N., long. 077°09'15.21" W.) |
| BEEPS, NY | FIX | (Lat. 42°49'13.26" N., long. 076°59'04.84" W.) |
| EXTOL, NY | FIX | (Lat. 42°39'27.69" N., long. 076°37'06.10" W.) |
| MEMMS, NY | FIX | (Lat. 42°30'59.71" N., long. 076°18'15.43" W.) |
| KODEY, NY | FIX | (Lat. 42°16'47.53" N., long. 075°47'04.00" W.) |
| ARKKK, NY | WP | (Lat. 42°03'48.52" N., long. 075°19'00.41" W.) |
| RODYY, NY | WP | (Lat. 41°52'25.85" N., long. 074°35'49.39" W.) |
| YODAA, NY | FIX | (Lat. 41°43'21.19" N., long. 074°01'52.76" W.) |

Excluding the airspace within Canada.

* * * * *

*Paragraph 2007 Canadian Area Navigation
Routes (Amended)*

Q-812 TIMMR, ND to GAYEL, NY (Amended)

| | | |
|--------------------|--------|--|
| TIMMR, ND | FIX | (Lat. 46°22'49.49" N., long. 100°54'29.80" W.) |
| WELOK, MN | WP | (Lat. 45°41'26.32" N., long. 094°15'28.74" W.) |
| CEWDA, WI | WP | (Lat. 44°48'32.00" N., long. 088°33'00.00" W.) |
| ZOHAN, MI | WP | (Lat. 43°55'57.00" N., long. 084°23'09.00" W.) |
| NOSIK, Canada | WP | (Lat. 43°59'00.00" N., long. 082°11'52.30" W.) |
| AGDOX, Canada | WP | (Lat. 43°17'01.71" N., long. 079°05'29.29" W.) |
| KELTI, NY | WP | (Lat. 43°16'57.00" N., long. 078°56'00.00" W.) |
| AHPAH, NY | WP | (Lat. 43°18'19.00" N., long. 078°07'35.11" W.) |
| GOATR, NY | WP | (Lat. 43°17'26.08" N., long. 076°39'07.75" W.) |
| Syracuse, NY (SYR) | VORTAC | (Lat. 43°09'37.87" N., long. 076°12'16.41" W.) |
| FABEN, NY | WP | (Lat. 42°51'12.04" N., long. 075°57'07.91" W.) |
| LOXXE, NY | FIX | (Lat. 42°34'29.55" N., long. 075°43'33.49" W.) |
| ARKKK, NY | WP | (Lat. 42°03'48.52" N., long. 075°19'00.41" W.) |
| STOMP, NY | WP | (Lat. 41°35'46.78" N., long. 074°47'47.79" W.) |
| MSLIN, NY | FIX | (Lat. 41°29'30.82" N., long. 074°33'14.28" W.) |
| GAYEL, NY | FIX | (Lat. 41°24'24.09" N., long. 074°21'25.75" W.) |

Excluding the airspace within Canada.

* * * * *

Q-818 Flint, MI (FNT) to GAYEL, NY (Amended)

| | | |
|-----------------------|--------|--|
| Flint, MI (FNT) | VORTAC | (Lat. 42°58'00.38" N., long. 083°44'49.08" W.) |
| TANKO, Canada | WP | (Lat. 43°01'32.00" N., long. 082°22'43.00" W.) |
| KITOK, Canada | WP | (Lat. 43°02'30.00" N., long. 081°55'34.00" W.) |
| DERLO, Canada | WP | (Lat. 43°03'59.00" N., long. 081°05'43.00" W.) |
| IKNAV, Canada | WP | (Lat. 42°57'43.00" N., long. 078°59'04.00" W.) |
| WOZEE, NY | WP | (Lat. 42°56'01.65" N., long. 078°44'19.64" W.) |
| KELIE, NY | FIX | (Lat. 42°39'37.32" N., long. 077°44'41.05" W.) |
| VIEEW, NY | FIX | (Lat. 42°26'22.07" N., long. 077°01'33.30" W.) |
| Binghampton, NY (CFB) | VORTAC | (Lat. 42°09'26.96" N., long. 076°08'11.30" W.) |
| BUFFY, PA | FIX | (Lat. 41°56'27.98" N., long. 075°36'45.35" W.) |
| STOMP, NY | WP | (Lat. 41°35'46.78" N., long. 074°47'47.79" W.) |
| MSLIN, NY | FIX | (Lat. 41°29'30.82" N., long. 074°33'14.28" W.) |
| GAYEL, NY | FIX | (Lat. 41°24'24.09" N., long. 074°21'25.75" W.) |

Excluding the airspace within Canada.

Q-822 Flint, MI (FNT) to SINVI, Canada (Amended)

| | | |
|---------------------|---------|--|
| Flint, MI (FNT) | VORTAC | (Lat. 42°58'00.38" N., long. 083°44'49.08" W.) |
| TANKO, Canada | WP | (Lat. 43°01'32.00" N., long. 082°22'43.00" W.) |
| KITOK, Canada | WP | (Lat. 43°02'30.00" N., long. 081°55'34.00" W.) |
| DERLO, Canada | WP | (Lat. 43°03'59.00" N., long. 081°05'43.00" W.) |
| HOZIR, NY | WP | (Lat. 43°06'03.59" N., long. 079°02'05.27" W.) |
| GONZZ, NY | WP | (Lat. 43°05'22.00" N., long. 076°41'12.00" W.) |
| PUPPY, NY | WP | (Lat. 43°03'26.46" N., long. 075°17'39.29" W.) |
| PAYGE, NY | FIX | (Lat. 43°00'50.48" N., long. 074°15'12.76" W.) |
| Cambridge, NY (CAM) | VOR/DME | (Lat. 42°59'39.44" N., long. 073°20'38.47" W.) |

| | | |
|---------------------|---------|--|
| Kennebunk, ME (ENE) | VOR/DME | (Lat. 43°25'32.42" N., long. 070°36'48.69" W.) |
| AJJAY, ME | WP | (Lat. 43°43'40.55" N., long. 069°36'08.22" W.) |
| ALLEX, ME | WP | (Lat. 44°25'00.00" N., long. 067°00'00.00" W.) |
| SINVI, Canada | WP | (Lat. 44°48'15.00" N., long. 064°19'27.00" W.) |

Excluding the airspace within Canada.

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Q-907 POSTS, MI to MILS, Canada (Amended)

| | | |
|-----------------|--------|--|
| POSTS, MI | WP | (Lat. 42°18'00.00" N., long. 085°02'00.00" W.) |
| PADDE, MI | WP | (Lat. 42°17'09.00" N., long. 084°28'28.00" W.) |
| Salem, MI (SVM) | VORTAC | (Lat. 42°24'31.09" N., long. 083°35'38.05" W.) |
| DERLO, Canada | WP | (Lat. 43°03'59.00" N., long. 081°05'43.00" W.) |
| SIKBO, Canada | WP | (Lat. 43°39'13.00" N., long. 079°20'57.00" W.) |
| AGNOB, Canada | WP | (Lat. 44°12'03.30" N., long. 077°30'07.20" W.) |
| LORKA, Canada | WP | (Lat. 44°46'08.70" N., long. 076°12'59.90" W.) |
| ADVIK, Canada | WP | (Lat. 45°08'04.00" N., long. 074°46'33.00" W.) |
| ATENE, Canada | FIX | (Lat. 46°14'04.20" N., long. 070°16'21.00" W.) |
| MILS, Canada | WP | (Lat. 46°52'42.00" N., long. 067°02'09.00" W.) |

Excluding the airspace within Canada.

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Q-935 MONEE, MI to Boston, MA (BOS) (Amended)

| | | |
|-------------------|---------|--|
| MONEE, MI | FIX | (Lat. 43°14'25.80" N., long. 084°27'50.95" W.) |
| HOCKE, MI | WP | (Lat. 43°15'43.38" N., long. 082°42'38.27" W.) |
| OMRAK, Canada | WP | (Lat. 43°16'06.00" N., long. 082°16'25.00" W.) |
| DERLO, Canada | WP | (Lat. 43°03'59.00" N., long. 081°05'43.00" W.) |
| IKNAV, Canada | WP | (Lat. 42°57'43.00" N., long. 078°59'04.00" W.) |
| WOZEE, NY | WP | (Lat. 42°56'01.65" N., long. 078°44'19.64" W.) |
| HANKK, NY | FIX | (Lat. 42°53'41.82" N., long. 077°09'15.21" W.) |
| JOSSY, NY | WP | (Lat. 42°53'29.93" N., long. 077°02'36.80" W.) |
| AUDIL, NY | FIX | (Lat. 42°52'18.74" N., long. 076°26'35.07" W.) |
| FABEN, NY | WP | (Lat. 42°51'12.04" N., long. 075°57'07.91" W.) |
| PONCT, NY | WP | (Lat. 42°44'48.83" N., long. 073°48'48.07" W.) |
| Gardner, MA (GDM) | VOR/DME | (Lat. 42°32'45.32" N., long. 072°03'29.48" W.) |
| Boston, MA (BOS) | VOR/DME | (Lat. 42°21'26.82" N., long. 070°59'22.37" W.) |

Excluding the airspace within Canada.

Q-937 TULEG, Canada to KRAZZ, NY (Amended)

| | | |
|---------------|----|--|
| TULEG, Canada | WP | (Lat. 43°43'54.84" N., long. 076°43'09.82" W.) |
| WAYGO, NY | WP | (Lat. 43°25'00.00" N., long. 075°55'00.00" W.) |
| KRAZZ, NY | WP | (Lat. 43°25'00.00" N., long. 074°18'00.00" W.) |

Excluding the airspace within Canada.

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Q-951 POSTS, MI to PUXOP, Canada (Amended)

| | | |
|-----------------|--------|--|
| POSTS, MI | WP | (Lat. 42°18'00.00" N., long. 085°02'00.00" W.) |
| PADDE, MI | WP | (Lat. 42°17'09.00" N., long. 084°28'28.00" W.) |
| Salem, MI (SVM) | VORTAC | (Lat. 42°24'31.09" N., long. 083°35'38.05" W.) |
| DERLO, Canada | WP | (Lat. 43°03'59.00" N., long. 081°05'43.00" W.) |
| SIKBO, Canada | WP | (Lat. 43°39'13.00" N., long. 079°20'57.00" W.) |
| SANIN, Canada | WP | (Lat. 44°04'41.00" N., long. 077°25'55.00" W.) |
| OLABA, Canada | WP | (Lat. 44°28'35.00" N., long. 076°12'12.00" W.) |
| ALONI, Canada | WP | (Lat. 44°38'54.00" N., long. 075°39'10.00" W.) |
| DAVDA, NY | WP | (Lat. 44°43'27.00" N., long. 075°22'28.20" W.) |
| SAVAL, NY | WP | (Lat. 44°54'15.00" N., long. 074°42'01.20" W.) |
| TALNO, NY | WP | (Lat. 45°00'02.00" N., long. 074°19'52.00" W.) |
| RABIK, Canada | WP | (Lat. 45°17'56.00" N., long. 072°36'37.00" W.) |
| ANTOV, Canada | WP | (Lat. 45°22'35.00" N., long. 071°02'15.00" W.) |
| DANOL, ME | FIX | (Lat. 45°41'54.22" N., long. 067°47'16.00" W.) |
| PUXOP, Canada | WP | (Lat. 45°56'41.00" N., long. 066°26'24.00" W.) |

Excluding the airspace within Canada.

Issued in Washington, DC, on December 1, 2014.

Gary A. Norek,

Manager, Airspace Policy & Regulations Group.

[FR Doc. 2014-28618 Filed 12-4-14; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND
SECURITY****Coast Guard****33 CFR Part 117**

[Docket No. USCG–2014–1012]

**Drawbridge Operation Regulation; Gulf
Intracoastal Waterway, Belle Chasse,
LA****AGENCY:** Coast Guard, DHS.**ACTION:** Notice of deviation from
drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Louisiana State Route 23 (LA 23) vertical lift span bridge, also known as the Judge Perez Bridge, across the Gulf Intracoastal Waterway (Algiers Alternate Route), mile 3.8, at Belle Chasse, Plaquemines Parish, Louisiana. This deviation is necessary to provide for the safe movement of vehicular traffic during major plant reconstruction on one side of the waterway and the resulting change in work schedule and increase in workforce transiting the bridge. This deviation allows the bridge to remain temporarily closed to navigation for an additional one hour in the evening during weekdays for five weeks.

DATES: This deviation is effective without actual notice from December 5, 2014 through 6:30 p.m. on December 25, 2014. For the purposes of enforcement, actual notice will be used from 5:30 p.m. on November 24, 2014, until December 5, 2014.

ADDRESSES: The docket for this deviation, [USCG–2014–1012] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email David Frank, Bridge Administration Branch, Coast Guard; telephone 504–671–2128, email David.M.Frank@uscg.mil. If you have questions on viewing the docket, call Cheryl F. Collins, Program Manager, Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION: On November 10, 2014, a Notice of Temporary Deviation entitled, “Drawbridge Operation Regulation; Gulf Intracoastal Waterway, Belle Chasse, LA” was published in the **Federal Register**. 79 FR 66621.

That temporary deviation allowed for the Louisiana State Route 23 (LA 23) vertical lift span bridge, also known as the Judge Perez Bridge, across the Gulf Intracoastal Waterway (Algiers Alternate Route), mile 3.8, at Belle Chasse, Plaquemines Parish, Louisiana, to remain closed to navigation for an additional one hour in the evenings from 5:30 p.m. to 6:30 p.m. from December 26, 2014, through February 20, 2015.

Subsequent to publication, the Sheriff of Plaquemines Parish requested by letter dated November 18, 2014, that the additional one hour deviation commence immediately because of major safety concerns with regard to parish residents and the ability of emergency vehicles to transit the area. The Sheriff of Plaquemines Parish indicated that the area has experienced increased traffic during a construction pre-shut down phase at the Phillips 66 plant.

The deviation requested allows the bridge to remain closed to navigation for an additional one hour in the evening, Monday through Friday, effecting a total deviation period from Friday, November 24, 2014, through Friday, February 20, 2015. Coordination with local Coast Guard and waterway users was conducted, and immediate commencement of the deviation will not have a significant impact on mariners.

Presently, in accordance with 33 CFR 117.451(b), the draw shall open on signal; except that, from 6 a.m. to 8:30 a.m. and from 3:30 p.m. to 5:30 p.m. Monday through Friday, except Federal holidays, the draw need not open for the passage of vessels.

This temporary deviation allows the vertical lift bridge to remain closed to navigation for one additional hour in the afternoon. This additional hour extends the afternoon curfew hours to 6:30 p.m. Monday through Friday beginning November 24, 2014 through December 25, 2014. In case of an emergency, the bridge will be able to open for the passage of vessels.

The State Route 23 vertical lift span drawbridge across the Gulf Intracoastal Waterway (Algiers Alternate Route), mile 3.8, at Belle Chasse, Louisiana has a vertical clearance of 40 feet above mean high water in the closed-to-navigation position and 100 feet above

mean high water in the open-to-navigation position. Navigation on the waterway consists primarily of tugs with tows, commercial fishing vessels, and occasional recreational craft. Mariners may use the Gulf Intracoastal Waterway (Harvey Canal) to avoid unnecessary delays. The Coast Guard has coordinated this closure with the Gulf Intracoastal Canal Association (GICA). The GICA representative indicated that the vessel operators will be able to schedule transits through the bridge to avoid delays and significant impacts on operations. Due to prior experience, as well as coordination with waterway users, it has been determined that this closure will not have a significant effect on these vessels.

In accordance with 33 CFR 117.35, the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation.

This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: November 24, 2014.

David M. Frank,

Bridge Administrator, Eighth Coast Guard District.

[FR Doc. 2014–28602 Filed 12–4–14; 8:45 am]

BILLING CODE 9110–04–P

**ENVIRONMENTAL PROTECTION
AGENCY****40 CFR Part 180**

[EPA–HQ–OPP–2014–0668; FRL–9918–42]

**2,5-Furandione, Polymer With
Methoxyethene, Butyl Ethyl Ester,
Sodium Salt; Tolerance Exemption**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: This regulation establishes an exemption from the requirement of a tolerance for residues of 2,5-Furandione, polymer with methoxyethene, butyl ethyl ester, sodium salt; when used as an inert ingredient in a pesticide chemical formulation. The firm Lewis & Harrison, on behalf of International Specialty Products submitted a petition to EPA under the Federal Food, Drug, and Cosmetic Act (FFDCA), requesting an exemption from the requirement of a