

TABLE 1—BOV SERVO VALVE REMOVAL BY ENGINE MODEL AND SERVICE BULLETIN

Engine model	Remove from service . . .
PW530A and PW545A .....	Within 15 hours TIS after the effective date of this AD.
PW545B engines before incorporation of SB PW500-72-30311 .....	Within 15 hours TIS after the effective date of this AD.
PW545B engines after incorporation of SB PW500-72-30311 .....	Within 35 hours TIS after the effective date of this AD.

**Engine Testing**

(3) For engines that have a BOV servo valve with 50 hours or more TIS and fewer than

250 hours TIS since new or overhaul on the effective date of this AD, test the engine as specified in P&WC Alert Service Bulletin

(ASB) PW500-72-A30421, dated June 29, 2010. Use the compliance times specified in Table 2 of this AD.

TABLE 2—ENGINE TESTING BY ENGINE MODEL AND SERVICE BULLETIN

Engine model	Perform test . . .
PW530A and PW545A .....	Within 15 hours TIS after the effective date of this AD.
PW545B engines before incorporation of SB PW500-72-30311 .....	Within 15 hours TIS after the effective date of this AD.
PW545B engines after incorporation of SB PW500-72-30311 .....	Within 35 hours TIS after the effective date of this AD.

(4) Thereafter, test the engine as specified in P&WC ASB PW500-72-A30421, dated

June 29, 2010. Use the compliance times specified in Table 3 of this AD.

TABLE 3—REPETITIVE ENGINE TESTING BY BOV TIS

Time on BOV servo valve	Repeat test
Fewer than 100 hours TIS since new .....	Within 25 hours TIS since last inspection.
100 or more hours TIS since new, but fewer than 250 hours TIS since new .....	Within 50 hours TIS since last inspection.
250 or more hours TIS since new .....	No repetitive tests required.

**Optional Terminating Action**

(f) Replacing the BOV servo valve with a BOV servo valve that is not subject of this AD is terminating action to the testing requirements of paragraphs (e)(3) and (e)(4) of this AD.

**FAA AD Differences**

(g) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) in that while the MCAI requires initial mandatory action on only one engine per airplane with follow-on action to the second engine at a later compliance time, this AD requires initial action on both engines of the airplane at the same compliance time.

**Other FAA AD Provisions**

(h) *Alternative Methods of Compliance (AMOCs)*: The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

**Related Information**

(i) Refer to MCAI Transport Canada Airworthiness Directive CF-2010-19, dated July 7, 2010.

(j) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

**Material Incorporated by Reference**

(k) You must use Pratt & Whitney Canada Alert Service Bulletin PW500-72-A30421, dated June 29, 2010, to do the actions

required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; telephone 800-268-8000; fax 450-647-2888; Web site: <http://www.pwc.ca>.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 Burlington, Massachusetts, on August 19, 2010.

**Peter A. White,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2010-21331 Filed 8-25-10; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 95**

[Docket No.30742; Amdt. No. 489]

**IFR Altitudes; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**DATES:** *Effective Date:* 0901 UTC, September 23, 2010.

**FOR FURTHER INFORMATION CONTACT:**

Harry Hodges, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike

Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

**The Rule**

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and

efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

**Conclusion**

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. It, therefore—(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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 95**

Airspace, Navigation (air).  
Issued in Washington, DC.

**John M. Allen,**  
*Director, Flight Standards Service.*

**Adoption of the Amendment**

■ Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, September 23, 2010.

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 489 Effective Date September 23, 2010]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3269 RNAV Route T269 Is Amended To Read in Part</b>			
ANNETTE ISLAND, AK VOR/DME 17500 .....	TOKEE, AK FIX .....	5700	
TOKEE, AK FIX .....	FLIPS, AK FIX .....	6300	17500
FLIPS, AK FIX .....	BIORKA ISLAND, AK VORTAC .....	6000	17500
BIORKA ISLAND, AK VORTAC .....	SALIS, AK FIX .....	5100	17500
SALIS, AK FIX .....	CENTA, AK FIX .....	*6200	17500
*2000—MOCA.			
CENTA, AK FIX .....	YAKUTAT, AK VOR/DME .....	2000	17500
YAKUTAT, AK VOR/DME .....	MALAS, AK FIX .....	2400	17500
MALAS, AK FIX .....	KATAT, AK FIX .....	*9000	17500
*5300—MOCA.			
KATAT, AK FIX .....	CASEL, AK FIX .....	*7000	17500
*3400—MOCA.			
CASEL, AK FIX .....	*JOHNSTONE POINT, AK VOR/DME .....	4800	17500
*4800—MCA JOHNSTONE POINT, AK VOR/DME, E BND.			
JOHNSTONE POINT, AK VOR/DME .....	*FIMIB, AK FIX .....	3200	17500
*4500—MCA FIMIB, AK FIX, W BND.			
FIMIB, AK FIX .....	ANCHORAGE, AK VOR/DME .....	8200	17500
ANCHORAGE, AK VOR/DME .....	YONEK, AK FIX .....	3000	17500
YONEK, AK FIX .....	TORTE, AK FIX .....	4200	17500
*10000—MCA TORTE, AK FIX, W BND.			
TORTE, AK FIX .....	VEILL, AK FIX .....	10600	17500
*10000—MCA VEILL, AK FIX, E BND.			
VEILL, AK FIX .....	SPARREVOHN, AK VOR/DME .....	6000	17500
SPARREVOHN, AK VOR/DME .....	ACRAN, AK FIX .....	5200	17500
ACRAN, AK FIX .....	VIDDA, AK FIX .....	6000	17500
VIDDA, AK FIX .....	BETHEL, AK VORTAC .....	2100	17500
<b>§ 95.3280 RNAV Route T280 Is Amended To Read in Part</b>			
FLIPS, AK FIX .....	LEVEL ISLAND, AK VOR/DME .....	*7000	17500
*6300—MOCA.			

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINTS—Continued

[Amendment 489 Effective Date September 23, 2010]

From	To	MEA	MAA
<b>§ 95.4000 High Altitude RNAV Routes</b>			
<b>§ 95.4026 RNAV Route Q26 Is Amended To Read in Part</b>			
WALNUT RIDGE, AR VORTAC ..... *18000—GNSS MEA. *DME/DME/IRU MEA.	DEVAC, AL FIX .....	*20000	33000
From	To	MEA	
<b>§ 95.6001 Victor Routes-U.S.</b>			
<b>§ 95.6003 VOR Federal Airway V3 Is Amended To Read in Part</b>			
GORDONSVILLE, VA VORTAC ..... LURAY, VA FIX ..... *7000—MRA. **5000—MOCA.	LURAY, VA FIX ..... *KERRE, VA FIX .....		6100 **6000
*KERRE, VA FIX ..... *7000—MRA. **5000—MOCA.	MARTINSBURG, WV VORTAC .....		**6000
<b>§ 95.6005 VOR Federal Airway V5 Is Amended To Read in Part</b>			
VIENNA, GA VORTAC .....	DUBLIN, GA VORTAC .....		2100
<b>§ 95.6006 VOR Federal Airway V6 Is Amended To Read in Part</b>			
LEECS, IL FIX ..... *2700—GNSS MEA.	DUPAGE, IL VOR/DME .....		*4000
<b>§ 95.6008 VOR Federal Airway V8 Is Amended To Read in Part</b>			
MOLINE, IL VORTAC ..... BRIGGS, OH VOR/DME ..... *3100—MOCA. *3100—GNSS MEA.	TRIDE, IL FIX ..... ATWOO, OH FIX .....		3300 *4000
<b>§ 95.6012 VOR Federal Airway V12 Is Amended To Read in Part</b>			
PANHANDLE, TX VORTAC ..... *5000—MOCA.	MITBEE, OK VORTAC .....		*5500
<b>§ 95.6017 VOR Federal Airway V17 Is Amended To Read in Part</b>			
ARDMORE, OK VORTAC .....	WILL ROGERS, OK VORTAC .....		3100
<b>§ 95.6029 VOR Federal Airway V29 Is Amended To Read in Part</b>			
SNOW HILL, MD VORTAC ..... *5000—MCA SALISBURY, MD VORTAC, N BND. **1500—MOCA.	*SALISBURY, MD VORTAC .....		**2000
SALISBURY, MD VORTAC ..... *7000—MCA EZIZI, DE FIX, N BND.	*EZIZI, DE FIX .....		5000
EZIZI, DE FIX ..... *7000—MCA LAFLN, DE FIX, S BND. **5000—GNSS MEA.	*LAFLN, DE FIX .....		**7000
LAFLN, DE FIX ..... SMYRNA, DE VORTAC ..... *1800—GNSS MEA. #DUPONT R-181 UNUSABLE BELOW 10000.	SMYRNA, DE VORTAC ..... #DUPONT, DE VORTAC .....		1800 *10000
<b>§ 95.6036 VOR Federal Airway V36 Is Amended To Read in Part</b>			
#ELMIRA, NY VOR/DME ..... *GNSS MEA. #ELMIRA R-122 UNUSABLE BELOW FL180.	HAWLY, PA FIX .....		*4500
<b>§ 95.6037 VOR Federal Airway V37 Is Amended To Read in Part</b>			
COLUMBIA, SC VORTAC ..... *2400—MOCA. *2400—GNSS MEA.	RICHE, SC FIX .....		*4000

From	To	MEA
#CLARKSBURG, WV VOR/DME ..... *3200—MOCA. #CLARKSBURG R-033 UNUSABLE BYD 23NM. TEDDS, WV FIX ..... *4000—GNSS MEA. AKSAR, PA FIX ..... *3200—MOCA.	TEDDS, WV FIX .....  AKSAR, PA FIX .....  ELLWOOD CITY, PA VORTAC .....	*4000   *4000  *4000
<b>§ 95.6038 VOR Federal Airway V38 Is Amended To Read in Part</b>		
MOLINE, IL VORTAC .....	TRIDE, IL FIX .....	3300
<b>§ 95.6039 VOR Federal Airway V39 Is Amended To Read in Part</b>		
GORDONSVILLE, VA VORTAC ..... LURAY, VA FIX ..... *7000—MRA. **5000—MOCA. *KERRE, VA FIX ..... *7000—MRA. **5000—MOCA.	LURAY, VA FIX ..... *KERRE, VA FIX .....   MARTINSBURG, WV VORTAC .....	6100 **6000     **6000
<b>§ 95.6041 VOR Federal Airway V41 Is Amended To Read in Part</b>		
CUTTA, OH FIX ..... *3600—GNSS MEA.	YOUNGSTOWN, OH VORTAC .....	*5000
<b>§ 95.6043 VOR Federal Airway V43 Is Amended To Read in Part</b>		
YOUNGSTOWN, OH VORTAC ..... *3000—GNSS MEA.	ERIE, PA VORTAC .....	*5000
<b>§ 95.6054 VOR Federal Airway V54 Is Amended To Read in Part</b>		
RAEFO, NC FIX ..... *2400—GNSS MEA.	FAYETTEVILLE, NC VOR/DME .....	*5000
<b>§ 95.6063 VOR Federal Airway V63 Is Amended To Read in Part</b>		
#JANESVILLE, WI VOR/DME ..... *10000—MRA. **3000—GNSS MEA. #JANESVILLE R-044 UNUSABLE, USE BADGER R-226. *DEBOW, WI FIX ..... *10000—MRA. **4000—GNSS MEA. RASTT, WI FIX ..... *3000—GNSS MEA. OSHKOSH, WI VORTAC ..... *3000—MOCA. *3000—GNSS MEA. #WAUSAU R-171 UNUSABLE BYD 8 NM, USE STEVENS POINT R-354. STEVENS POINT, WI VORTAC ..... TAYUY, WI FIX ..... #WAUSAU R-171 UNUSABLE BYD 8 NM, USE STEVENS POINT R-354.	*DEBOW, WI FIX .....   RASTT, WI FIX .....  BADGER, WI VORTAC .....  #STEVENS POINT, WI VORTAC .....  TAYUY, WI FIX ..... #WAUSAU, WI VORTAC .....	**4000                    3100 3100
<b>§ 95.6070 VOR Federal Airway V70 Is Amended To Read in Part</b>		
VIENNA, GA VORTAC ..... *3000—MRA. **2100—MOCA.	*OCONE, GA FIX .....	**3000
<b>§ 95.6075 VOR Federal Airway V75 Is Amended To Read in Part</b>		
ATWOO, OH FIX ..... *3100—MOCA. *3100—GNSS MEA.	BRIGGS, OH VOR/DME .....	*4000
<b>§ 95.6081 VOR Federal Airway V81 Is Amended To Read in Part</b>		
#BLACK FOREST, CO VORTAC ..... *9500—MRA. **GNSS MEA.	*HOHUM, CO FIX .....	**10000

From	To	MEA
#BLACK FOREST R-325 UNUSABLE.		
<b>§ 95.6082 VOR Federal Airway V82 Is Amended To Read in Part</b>		
BAUDETTE, MN VOR/DME ..... *3400—MOCA. *3500—GNSS MEA.	BRAINERD, MN VORTAC .....	*7000
<b>§ 95.6086 VOR Federal Airway V86 Is Amended To Read in Part</b>		
SHERIDAN, WY VORTAC ..... *7000—MOCA. *7000—GNSS MEA. #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	WETON, WY FIX .....	#*10900
<b>§ 95.6116 VOR Federal Airway V116 Is Amended To Read in Part</b>		
U.S. CANADIAN BORDER ..... *11000—MRA. **1900—MOCA.	*TRACE, OH FIX .....	**7000
<b>§ 95.6117 VOR Federal Airway V117 Is Amended To Read in Part</b>		
BELLAIRE, OH VOR/DME .....	WISKE, WV FIX .....	3300
<b>§ 95.6127 VOR Federal Airway V127 Is Amended To Read in Part</b>		
BRADFORD, IL VORTAC ..... *3300—MRA.	*WYNET, IL FIX .....	2700
<b>§ 95.6136 VOR Federal Airway V136 Is Amended To Read in Part</b>		
SOUTH BOSTON, VA VORTAC ..... *3000—MRA.	*ALDAN, NC FIX .....	2600
*ALDAN, NC FIX ..... *3000—MRA.	RALEIGH/DURHAM, NC VORTAC .....	2600
<b>§ 95.6139 VOR Federal Airway V139 Is Amended To Read in Part</b>		
CAPE CHARLES, VA VORTAC .....	SNOW HILL, MD VORTAC .....	2000
<b>§ 95.6140 VOR Federal Airway V140 Is Amended To Read in Part</b>		
MONTEBELLO, VA VOR/DME ..... HOODE, VA FIX .....	HOODE, VA FIX ..... CASANOVA, VA VORTAC .....	6100 3200
<b>§ 95.6143 VOR Federal Airway V143 Is Amended To Read in Part</b>		
LYNCHBURG, VA VORTAC .....	*ELLON, VA FIX. N BND ..... S BND .....	5000 3200
*4100—MCA ELLON, VA FIX, N BND.		
ELLON, VA FIX ..... *6000—MCA CLYFF, VA FIX, N BND.	*CLYFF, VA FIX .....	4600
CLYFF, VA FIX .....		
MONTEBELLO, VA VOR/DME .....	MONTEBELLO, VA VOR/DME .....	6400
LURAY, VA FIX .....	LURAY, VA FIX .....	6000
*7000—MRA. **5000—MOCA.	*KERRE, VA FIX .....	**6000
*KERRE, VA FIX ..... *7000—MRA. **5000—MOCA.	MARTINSBURG, WV VORTAC .....	**6000
<b>§ 95.6144 VOR Federal Airway V144 Is Amended To Read in Part</b>		
MORGANTOWN, WV VORTAC .....	KESSEL, WV VOR/DME .....	5700
<b>§ 95.6155 VOR Federal Airway V155 Is Amended To Read in Part</b>		
WIPER, NC FIX ..... *2000—MOCA. *2300—GNSS MEA.	LAWRENCEVILLE, VA VORTAC .....	*9000

From	To	MEA
<b>§ 95.6157 VOR Federal Airway V157 Is Amended To Read in Part</b>		
TAR RIVER, NC VORTAC ..... *2500—MOCA. #LAWRENCEVILLE R-177 UNUSABLE BELOW 6000, USE TAR RIVER R-354.	#LAWRENCEVILLE, VA VORTAC .....	*4500
<b>§ 95.6159 VOR Federal Airway V159 Is Amended To Read in Part</b>		
VERO BEACH, FL VORTAC ..... *2500—MRA.	*PRESK, FL FIX .....	3000
*PRESK, FL FIX ..... *2500—MRA.	ORLANDO, FL VORTAC .....	2000
<b>§ 95.6175 VOR Federal Airway V175 Is Amended To Read in Part</b>		
PARK RAPIDS, MN VOR/DME .....	BLUOX, MN FIX. S BND .....	3500
BLUOX, MN FIX ..... *2800—MOCA. *3300—GNSS MEA.	NW BND ..... ROSEAU, MN VOR/DME .....	7000 *7000
<b>§ 95.6177 VOR Federal Airway V177 Is Amended To Read in Part</b>		
#STEVENS POINT, WI VORTAC ..... #WAUSAU R-171 UNUSABLE BYD 8 NM, USE STEVENS POINT R-354.	TAYUY, WI FIX .....	#3100
TAYUY, WI FIX ..... #WAUSAU R-171 UNUSABLE BYD 8 NM, USE STEVENS POINT R-354.	#WAUSAU, WI VORTAC .....	3100
<b>§ 95.6190 VOR Federal Airway V190 Is Amended To Read in Part</b>		
BARTLESVILLE, OK VOR/DME .....	OSWEGO, KS VORTAC .....	2500
<b>§ 95.6191 VOR Federal Airway V191 Is Amended To Delete</b>		
GRAND RAPIDS, MN VOR/DME .....	LAKE BEMIDJI, MN VORTAC .....	3400
LAKE BEMIDJI, MN VORTAC .....	THIEF RIVER FALLS, MN VOR/DME .....	3000
THIEF RIVER FALLS, MN VOR/DME .....	GRAND FORKS, ND VOR/DME .....	2800
<b>§ 95.6225 VOR Federal Airway V225 Is Amended To Read in Part</b>		
KEY WEST, FL VORTAC ..... RIGOR, FL FIX ..... *1400—MOCA. *1700—GNSS MEA.	RIGOR, FL FIX ..... MARCI, FL FIX .....	1700 *4000
<b>§ 95.6266 VOR Federal Airway V266 Is Amended To Read in Part</b>		
SOUTH BOSTON, VA VORTAC ..... *2000—MOCA. *2300—GNSS MEA. #LAWRENCEVILLE R-269 UNUSABLE BELOW 9000.	#LAWRENCEVILLE, VA VORTAC .....	*3000
#LAWRENCEVILLE, VA VORTAC ..... #LAWRENCEVILLE R-106 UNSUABLE BELOW 7500.	FRANKLIN, VA VORTAC .....	2000
FRANKLIN, VA VORTAC ..... *1500—MOCA.	SUNNS, NC FIX .....	*2000
<b>§ 95.6269 VOR Federal Airway V269 Is Amended To Read in Part</b>		
WELLS, NV VOR ..... *7500—MCA TWIN FALLS, ID VORTAC, S BND. **11000—MOCA. **11000—GNSS MEA.	*TWIN FALLS, ID VORTAC .....	**13000
<b>§ 95.6280 VOR Federal Airway V280 Is Amended To Read in Part</b>		
PANHANDLE, TX VORTAC ..... *5000—MOCA.	MITBEE, OK VORTAC .....	*5500
<b>§ 95.6291 VOR Federal Airway V291 Is Amended To Read in Part</b>		
WINSLOW, AZ VORTAC .....	FLAGSTAFF, AZ VOR/DME .....	*10100

From	To	MEA
*10100—MOCA.		
<b>§ 95.6296 VOR Federal Airway V296 Is Amended To Read in Part</b>		
RAEFO, NC FIX ..... *2400—GNSS MEA.	FAYETTEVILLE, NC VOR/DME .....	*5000
<b>§ 95.6369 VOR Federal Airway V369 Is Amended To Read in Part</b>		
NAVASOTA, TX VORTAC .....	GROESBECK, TX VOR/DME .....	2300
<b>§ 95.6393 VOR Federal Airway V393 Is Amended To Read in Part</b>		
NOGALES, AZ VOR/DME ..... *8800—MOCA.	U.S. MEXICAN BORDER .....	*13000
<b>§ 95.6426 VOR Federal Airway V426 Is Amended To Read in Part</b>		
CARLETON, MI VORTAC ..... *4000—MRA. **3000—GNSS MEA.	*AMRST, OH FIX .....	**4000
<b>§ 95.6427 VOR Federal Airway V427 Is Amended To Read in Part</b>		
MONROE, LA VORTAC ..... *2800—MRA. **1900—MOCA. **2000—GNSS MEA. *PECKS, MS FIX ..... *2800—MRA. #JACKSON R-281 UNUSABLE BEYOND 40 NM.	*PECKS, MS FIX .....  #JACKSON, MS VORTAC .....	**5000  2000
<b>§ 95.6430 VOR Federal Airway V430 Is Amended To Read in Part</b>		
GRAND FORKS, ND VOR/DME ..... THIEF RIVER FALLS, MN VOR/DME ..... *3400—GNSS MEA.	THIEF RIVER FALLS, MN VOR/DME ..... GRAND RAPIDS, MN VOR/DME .....	2900 *7000
<b>§ 95.6443 VOR Federal Airway V443 Is Amended To Read in Part</b>		
WISKE, WV FIX .....	NEWCOMERSTOWN, OH VOR/DME .....	3300
<b>§ 95.6454 VOR Federal Airway V454 Is Amended To Read in Part</b>		
#LAWRENCEVILLE, VA VORTAC ..... *1900—MOCA. *2000—GNSS MEA. #LAWRENCEVILLE R-059 UNUSABLE, USE HOPEWELL R-237. JUNKI, VA FIX .....	JUNKI, VA FIX .....  HOPEWELL, VA VORTAC .....	*6000  2000
<b>§ 95.6469 VOR Federal Airway V469 Is Amended To Read in Part</b>		
LYNCHBURG, VA VORTAC ..... RADIA, VA FIX ..... RELEE, VA FIX ..... *5100—MOCA. *5200—GNSS MEA. EXRAS, VA FIX ..... *6900—MOCA. *6900—GNSS MEA. BOIER, WV FIX ..... #JOHNSTOWN, PA VORTAC ..... *5000—GNSS MEA. #JOHNSTOWN R-125 UNUSABLE.	RADIA, VA FIX ..... RELEE, VA FIX ..... EXRAS, VA FIX .....  BOIER, WV FIX .....  ELKINS, WV VORTAC ..... ST THOMAS, PA VORTAC .....	4600 6000 *8000  *10000  6800 *5000
<b>§ 95.6507 VOR Federal Airway V507 Is Amended To Read in Part</b>		
ARDMORE, OK VORTAC .....	WILL ROGERS, OK VORTAC .....	3100
<b>§ 95.6523 VOR Federal Airway V523 Is Amended To Read in Part</b>		
YOUNGSTOWN, OH VORTAC ..... *3000—GNSS MEA.	ERIE, PA VORTAC .....	*5000

From	To	MEA
<b>§ 95.6537 VOR Federal Airway V537 Is Amended To Read in Part</b>		
VERO BEACH, FL VORTAC ..... *2500—MRA.	*PRESK, FL FIX .....	3000
<b>§ 95.6573 VOR Federal Airway V573 Is Amended To Read in Part</b>		
WILL ROGERS, OK VORTAC ..... *7000—MRA.	*ALEXX, OK FIX .....	3100
<b>§ 95.6611 VOR Federal Airway V611 Is Amended To Read in Part</b>		
#BLACK FOREST, CO VORTAC ..... *GNSS MEA. #BLACK FOREST R-023 UNUSABLE.	LUFSE, CO FIX .....	*10000
LUFSE, CO FIX ..... *10500—MRA. #GNSS MEA.	*JEFEL, CO FIX .....	#10500
*JEFEL, CO FIX ..... *10500—MRA. **9000—MRA.	**LIMEX, CO FIX .....	#8500
<b>§ 95.6615 VOR Federal Airway V615 Is Amended To Read in Part</b>		
DUFFI, NC FIX ..... *2500—MOCA. *2500—GNSS MEA.	HOPEWELL, VA VORTAC .....	*5000
<b>§ 95.6625 VOR Federal Airway V625 Is Added To Read</b>		
U.S. MEXICAN BORDER ..... *9500—MOCA.	NOGALES, AZ VOR/DME .....	*10000
<b>§ 95.6311 ALASKA VOR Federal Airway V311 Is Amended To Read in Part</b>		
TOKEE, AK FIX ..... *6300—MOCA. #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	FLIPS, AK FIX .....	#*7500
<b>§ 95.6319 ALASKA VOR Federal Airway V319 Is Amended To Read in Part</b>		
YAKUTAT, AK VOR/DME .....	MALAS, AK FIX. E BND .....	2400
	W BND .....	10000
MALAS, AK FIX ..... *4300—MOCA. #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	KATAT, AK FIX .....	#*10000
KATAT, AK FIX ..... *3400—MOCA.	CASEL, AK FIX .....	*7000
CASEL, AK FIX ..... *4800—MCA JOHNSTONE POINT, AK VOR/DME, E BND.	*JOHNSTONE POINT, AK VOR/DME .....	4800
JOHNSTONE POINT, AK VOR/DME ..... *8000—MCA EDELE, AK FIX, W BND.	*EDELE, AK FIX .....	4400
EDELE, AK FIX ..... *7500—MOCA. *7500—GNSS MEA.	ANCHORAGE, AK VOR/DME .....	*13000
YONEK, AK FIX .....	*TORTE, AK FIX. NW BND .....	**12000
	SE BND .....	**6000
*8100—MCA TORTE, AK FIX, W BND. **4100—MOCA.	*VEILL, AK FIX .....	**12000
TORTE, AK FIX ..... *10000—MCA VEILL, AK FIX, E BND. **10600—MOCA.		
VEILL, AK FIX .....	SPARREVOHN, AK VOR/DME. E BND .....	12000
	W BND .....	6200
SPARREVOHN, AK VOR/DME .....	ACRAN, AK FIX. W BND .....	6000
	E BND .....	*5200
*5200—MOCA.		
VIDDA, AK FIX .....	WEEKE, AK FIX. SW BND .....	*6000



From	To	MEA
*2100—MOCA. WEEKE, AK FIX .....	NE BND .....	*3000
	BETHEL, AK VORTAC .....	2000

**§ 95.6428 ALASKA VOR Federal Airway V428 Is Amended To Read in Part**

HAINES, AK NDB .....	U.S. CANADIAN BORDER .....	*10000
*9600—MOCA.		

**§ 95.6440 ALASKA VOR Federal Airway V440 Is Amended To Read in Part**

BIORKA ISLAND, AK VORTAC .....	SALIS, AK FIX. SE BND .....	5100
	NW BND .....	9000
SALIS, AK FIX .....	CENTA, AK FIX .....	#*9000
*2000—MOCA. #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.		
CENTA, AK FIX .....	YAKUTAT, AK VOR/DME. SE BND .....	9000
	NW BND .....	2000

**§ 95.6473 ALASKA VOR Federal Airway V473 Is Amended To Read in Part**

LEVEL ISLAND, AK VOR/DME .....	FLIPS, AK FIX .....	*7000
*6300—MOCA.		
FLIPS, AK FIX .....	BIORKA ISLAND, AK VORTAC .....	6000

From	To	MEA	MAA
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**§ 95.7001 Jet Routes****§ 95.7005 Jet Route J5 Is Amended To Read in Part**

POWEL, OR FIX .....	SUMMA, WA FIX .....	26000	45000
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**§ 95.7032 Jet Route J32 Is Amended To Delete**

DULUTH, MN VORTAC .....	U.S. CANADIAN BORDER .....	18000	45000
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**§ 95.7038 Jet Route J38 Is Amended To Delete**

U.S. CANADIAN BORDER .....	DULUTH, MN VORTAC .....	18000	45000
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From	To	Distance	From
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**§ 95.8003 VOR Federal Airway Changeover Points Airway Segment Is Amended To Add V12 Is Amended To Add Changeover Point**

PANHANDLE, TX VORTAC .....	MITBEE, OK VORTAC .....	46	PANHANDLE.
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**V63 Is Amended To Add Changeover Point**

STEVENS POINT, WI VORTAC .....	WAUSAU, WI VORTAC .....	12	STEVENS POINT.
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**V139 Is Amended To Modify Changeover Point**

CAPE CHARLES, VA VORTAC .....	SNOW HILL, MD VORTAC .....	38	CAPE CHARLES.
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**V159 Is Amended To Delete Changeover Point**

VERO BEACH, FL VORTAC .....	ORLANDO, FL VORTAC .....	32	VERO BEACH.
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**V177 Is Amended To Add Changeover Point**

STEVENS POINT, WI VORTAC .....	WAUSAU, WI VORTAC .....	12	STEVENS POINT.
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**V280 Is Amended To Add Changeover Point**

PANHANDLE, TX VORTAC .....	MITBEE, OK VORTAC .....	46	PANHANDLE.
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**V467 Is Amended To Add Changeover Point**

RICHMOND, IN VORTAC .....	WATERVILLE, OH VOR/DME .....	56	RICHMOND.
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From	To	Distance	From
<b>ALASKA V428 Is Amended To Add Changeover Point</b>			
HAINES, AK NDB .....	WHITEHORSE, CA VOR/DME .....	30	HAINES.
<b>V86 Is Amended To Modify Changeover Point</b>			
SHERIDAN, WY VORTAC .....	RAPID CITY, SD VORTAC .....	100	SHERIDAN.
<b>§ 95.8005 Jet Routes Changeover Points Airway Segment Changeover Points</b>			
<b>J5 Is Amended To Modify Changeover Point</b>			
LAKEVIEW, OR VORTAC .....	SEATTLE, WA VORTAC .....	156	LAKEVIEW.

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 BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**U.S. Customs and Border Protection**

**19 CFR Parts 4, 10, 12, 18, 101, 103, 118, 122, 141, 146, 159, 162, and 192**

**CBP Dec. 10-29; Technical Corrections to Customs and Border Protection Regulations**

**AGENCY:** Customs and Border Protection, Department of Homeland Security.  
**ACTION:** Final rule.

**SUMMARY:** Customs and Border Protection (CBP) periodically reviews its regulations to ensure that they are current, correct, and consistent. Through this review process, CBP discovered a number of discrepancies. This document amends various sections of title 19 of the Code of Federal Regulations to correct those discrepancies.

**DATES:** The final rule is effective August 26, 2010.

**FOR FURTHER INFORMATION CONTACT:** Robert Shervette, Regulations and Rulings, Office of International Trade, (202) 325-0274.

**SUPPLEMENTARY INFORMATION:**

**Background**

It is the policy of Customs and Border Protection (CBP) to periodically review title 19 of the Code of Federal Regulations to ensure that it is as accurate and up-to-date as possible so that the importing and general public are aware of CBP programs, requirements, and procedures regarding import-related activities. As part of this review policy, CBP has determined that certain corrections are necessary affecting parts 4, 10, 12, 18, 101, 103, 118, 122, 141, 146, 159, 162, and 192 of the CBP regulations (19 CFR parts 4, 10,

12, 18, 101, 103, 118, 122, 141, 146, 159, 162, and 192).

**Discussion of Changes**

*Part 4*

Section 4.12 of the CBP regulations (19 CFR 4.12), involving the process of notifying CBP of a manifest discrepancy, contains a typographical error in the designation of paragraph “(a)(5)(a)”. The paragraph should properly read as “(a)(5)”. Accordingly, this document amends § 4.12 by replacing the paragraph designation “(a)(5)(a)” with “(a)(5)”.

*Part 10*

Section 10.31(g) of the CBP regulations (19 CFR 10.31(g)) provides for free entry of particular classes of products which have previously been entered if the “original entry was made on the basis of a clerical error, mistake of fact, or other inadvertence within the meaning of section 520(c)(1) of the Tariff Act of 1930, as amended.” Section 520(c) of the Tariff Act of 1930 (19 U.S.C. 1520(c)), which was an exception to the finality of the liquidation of an entry under section 514 of the Tariff Act of 1930 (19 U.S.C. 1514), was repealed by section 2105 of the Miscellaneous Trade and Technical Corrections Act of 2004 (“Trade Act of 2004”) (Pub. L. 108-429, 118 Stat. 2598 (December 3, 2004)).

Section 2103(1)(A) of the Trade Act of 2004 also amended section 514(a) of the Tariff Act of 1930 (19 U.S.C. 1514(a)) to include clerical errors, mistakes of fact, and other inadvertence as bases of protest of CBP decisions. See Public Law 108-429, 118 Stat. 2597. Therefore, in order to reflect the inclusion of clerical error, mistake of fact, or other inadvertence as bases of protest in section 514(a) and the removal of section 520(c), § 10.31(g) is amended to replace the reference to section 520(c)(1) of the Tariff Act of 1930, as amended, with a reference to section 514(a) of the Tariff Act of 1930, as amended. In addition, § 10.31(g) is being amended by

replacing outdated references to “Customs custody”, “the Customs Service”, and “Customs territory” with “CBP custody”, “CBP”, and “customs territory”, respectively. This is consistent with the transfer of the legacy U.S. Customs Service of the Department of the Treasury to the Department of Homeland Security (DHS) in 2003 and the subsequent renaming of the agency as U.S. Customs and Border Protection by DHS on March 31, 2007 (see 72 FR 20131, dated April 23, 2007). See also 75 FR 12445, dated March 16, 2010.

Section 10.36(b) of the CBP regulations (19 CFR 10.36(b)), pertaining to the temporary importation under bond of theatrical effects and other articles contains a reference to subheading 9813.00.65, Harmonized Tariff Schedule of the United States (HTSUS), 19 U.S.C. 1202. This tariff number was replaced on January 4, 1995, with subheading 9817.00.98, HTSUS, by Presidential Proclamation 6763 (December 23, 1994). Section 10.36(b) is amended to replace the outdated subheading with subheading 9817.00.98, HTSUS. Section 10.36 is also being amended to replace outdated nomenclature references to reflect the changes effected by the transfer of CBP to DHS.

Sections 10.191(b)(1) and 10.195(b)(1) of the CBP regulations (19 CFR 10.191(b)(1) and 10.195(b)(1)), involving regulations implementing the Caribbean Basin Economic Recovery Act (CBERA), are being amended to conform to amendments to the CBERA enacted in the 2005 Dominican Republic—Central America—United States Free Trade Agreement Implementation Act (CAFTA-DR Act) (Pub. L. 109-53, 119 Stat. 462). Section 402(a) and (c) of the CAFTA-DR Act amended sections 212(a)(1) and 213(a)(1), respectively, of the CBERA (19 U.S.C. 2702(a)(1) and 2703(a)(1)). As a result of these amendments, any cost or value of materials or direct costs of processing operations attributable to “former beneficiary countries” may be included