

(3) Permit each occurrence of the attention-getting cues required by paragraph (c)(2) of this section to be acknowledged and suppressed, unless they are required to be continuous.

(d) The alert function must be designed to minimize the effects of false and nuisance alerts. In particular, it must be designed to:

(1) Prevent the presentation of an alert that is inappropriate or unnecessary.

(2) Provide a means to suppress an attention-getting component of an alert caused by a failure of the alerting function that interferes with the flightcrew's ability to safely operate the airplane. This means must not be readily available to the flightcrew so that it could be operated inadvertently or by habitual reflexive action. When an alert is suppressed, there must be a clear and unmistakable announcement to the flightcrew that the alert has been suppressed.

(e) Visual alert indications must:

(1) Conform to the following color convention:

(i) Red for warning alert indications.

(ii) Amber or yellow for caution alert indications.

(iii) Any color except red or green for advisory alert indications.

(2) Use visual coding techniques, together with other alerting function elements on the flight deck, to distinguish between warning, caution, and advisory alert indications, if they are presented on monochromatic displays that are not capable of conforming to the color convention in paragraph (e)(1) of this section.

(f) Use of the colors red, amber, and yellow on the flight deck for functions other than flightcrew alerting must be limited and must not adversely affect flightcrew alerting.

Issued in Washington, DC, on October 20, 2010.

**J. Randolph Babbitt,**  
Administrator.

[FR Doc. 2010-27629 Filed 11-1-10; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30751; Amdt. No. 490]

#### 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, November 18, 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, on October 22, 2010.

**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, November 18, 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 &amp; CHANGEOVER POINTS

[Amendment 490 Effective Date November 18, 2010]

From	To	MEA	MAA
<b>§ 95.1001 Direct Routes—U.S. Color Routes</b>			
<b>§ 95.6138 Blue Federal Airway B38 is Amended to Delete</b>			
HAINES, AK NDB .....	U.S. CANADIAN BORDER .....	10000	
From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3225 RNAV Route T225 is Amended To Read in Part</b>			
TANANA, AK VOR/DME .....	REEBA, AK FIX .....	4000	17500
REEBA, AK FIX .....	*FAIRBANKS, AK VORTAC .....	5000	17500
*4700—MCA FAIRBANKS, AK VORTAC, W BND			
<b>§ 95.3229 RNAV Route T229 is Amended To Read in Part</b>			
*FAIRBANKS, AK VORTAC .....	REEBA, AK FIX .....	5000	17500
*4700—MCA FAIRBANKS, AK VORTAC, W BND.			
REEBA, AK FIX .....	TANANA, AK VOR/DME .....	4000	17500
From	To	MEA	MAA
<b>§ 95.6001 VICTOR ROUTES—U.S.</b>			
<b>§ 95.6003 Vor Federal Airway V3, is Amended To Read in Part</b>			
#DOLPHIN, FL VORTAC .....	#FORT LAUDERDALE, FL VOR/DME .....	2100	
#FORT LAUDERDALE R-213 UNUSABLE, USE DOLPHIN R-037.			
#FORT LAUDERDALE, FL VOR/DME .....	#PALM BEACH, FL VORTAC .....	2000	
#FORT LAUDERDALE R-006 USUSABLE, USE PALM BEACH R-189.			
<b>§ 95.6008 VOR Federal Airway V8 is Amended To Read in Part</b>			
GRAND JUNCTION, CO VOR/DME .....	*SQUAT, CO FIX .....	**10500	
*11700—MRA.			
*11700—MCA SQUAT, CO FIX, NE BND.			
**9600—MOCA.			
*SQUAT, CO FIX .....	RIFLE, CO VOR/DME .....	13200	
*11700—MCA SQUAT, CO FIX, NE BND.			
RIFLE, CO VOR/DME .....	KREMMLING, CO VOR/DME .....	13400	
<b>§ 95.6056 VOR Federal Airway V56 is Amended To Read in Part</b>			
FAYETTEVILLE, NC VOR/DME .....	*ROZBO, NC FIX .....	2000	
*3100—MRA.			
*ROZBO, NC FIX .....	WALLO, NC FIX .....	2000	
*3100—MRA.			
<b>§ 95.6063 VOR Federal Airway V63 is Amended To Read in Part</b>			
#WAUSAU, WI VORTAC .....	##RHINELANDER, WI VORTAC .....	*4000	
*4000—GNSS MEA.			
#WAUSAU R-005 UNUSABLE BYD 10 NM. GNSS REQUIRED BEYOND 10 NM.			
##RHINELANDER R-185 UNUSABLE BYD 10 NM. GNSS REQUIRED BEYOND 10 NM.			
<b>§ 95.6133 VOR Federal Airway V133 is Amended To Read in Part</b>			
BARRETT'S MOUNTAIN, NC VOR/DME .....	MULBE, NC FIX .....	5400	
MULBE, NC FIX .....	STOVE, VA FIX .....	7200	
STOVE, VA FIX .....	PINEE, WV FIX .....	*13000	
*7000—MOCA.			
*7000—GNSS MEA.			
PINEE, WV FIX .....	CHARLESTON, WV VORTAC .....	*7000	
*5000—MOCA.			
*5000—GNSS MEA.			
<b>§ 95.6140 VOR Federal Airway V140 is Amended To Read in Part</b>			
*KENYA, WV FIX .....	BLUEFIELD, WV VORTAC .....	5400	

From	To	MEA
*13000—MRA.		
<b>§ 95.6177 VOR Federal Airway V177 is Amended To Read in Part</b>		
#WAUSAU, WI VORTAC ..... *3600—MOCA. *4500—GNSS MEA. #WAUSAU R-310 UNUSABLE BYD 10 NM, GNSS REQUIRED BYD 10 NM.	BAITS, WI FIX .....	*4500
BAITS, WI FIX ..... *3100—MOCA. *10000—GNSS MEA.	HAYWARD, WI VOR/DME .....	*10000
<b>§ 95.6187 VOR Federal Airway V187 is Amended To Read in Part</b>		
ROCK SPRINGS, WY VOR/DME ..... *10000—MOCA. *10000—GNSS MEA.	RIVERTON, WY VOR/DME .....	*12000
<b>§ 95.6197 VOR Federal Airway V197 is Amended To Read in Part</b>		
PARADISE, CA VORTAC ..... #MTA V264 E TO V197 NW 11800.	#POMONA, CA VORTAC .....	4500
POMONA, CA VORTAC ..... *10000—MCA HASSA, CA FIX, NW BND.	*HASSA, CA FIX .....	6500
HASSA, CA FIX ..... *8700—MCA PALMDALE, CA VORTAC, SE BND.	*PALMDALE, CA VORTAC .....	10500
<b>§ 95.6216 VOR Federal Airway V216 is Amended To Read in Part</b>		
#JANESVILLE, WI VOR/DME ..... *GNSS MEA, GNSS REQUIRED.. #JANESVILLE R-073 UNSUABLE, GNSS REQUIRED.	WIPED, WI FIX .....	*3000
WIPED, WI FIX ..... *GNSS MEA, GNSS REQUIRED.	PETTY, WI FIX .....	*4000
PETTY, WI FIX ..... *GNSS MEA, GNSS REQUIRED.	SQUIB, MI FIX .....	*7000
SQUIB, MI FIX ..... *3000—GNSS MEA.	MUSKEGON, MI VORTAC .....	*4000
<b>§ 95.6220 VOR Federal Airway V220 is Amended To Read in Part</b>		
SLOLM, CO FIX ..... RIFLE, CO VOR/DME .....	RIFLE, CO VOR/DME ..... MEEKER, CO VOR/DME .....	12400 12400
<b>§ 95.6223 VOR Federal Airway V223 is Amended To Read in Part</b>		
*HANEY, VA FIX ..... *7000—MRA.	FLUKY, VA FIX .....	2600
<b>§ 95.6259 VOR Federal Airway V259 is Amended To Read in Part</b>		
GRAND STRAND, SC VORTAC ..... *3000—MRA.	*CLETA, SC FIX .....	2000
*CLETA, SC FIX ..... *3000—MRA.	FLORENCE, SC VORTAC .....	2000
<b>§ 95.6286 VOR Federal Airway V286 is Amended To Read in Part</b>		
#ELKINS, WV VORTAC ..... #ELKINS R-105 UNUSABLE BYD 32 BLW 9000.	DERIN, WV FIX .....	5700
DERIN, WV FIX ..... *6900—MOCA. *6900—GNSS MEA.	TEAKK, VA FIX .....	*9000
TEAKK, VA FIX ..... *5800—MOCA. *5800—GNSS MEA.	CASANOVA, VA VORTAC .....	*6500
CASANOVA, VA VORTAC ..... *2300—MOCA.	FLUKY, VA FIX .....	*3000
<b>§ 95.6328 VOR Federal Airway V328 is Amended To Read in Part</b>		
SNAKY, WY FIX ..... *10000—GNSS MEA	CELIA, CO FIX .....	*12000

From	To	MEA	MAA
CELIA, CO FIX .....	HAYDEN, CO VOR/DME .....	10000	
<b>§ 95.6345 VOR Federal Airway V345 is Amended To Read in Part</b>			
#HAYWARD, WI VOR/DME .....	*GRASS, WI FIX .....	**10000	
*6000—MRA.			
*10000—MCA GRASS, WI FIX, SW BND.			
**3000—MOCA.			
**4000—GNSS MEA.			
#HAYWARD UNUSABLE BELOW 10000.			
<b>§ 95.6374 VOR Federal Airway V374 is Amended To Read in Part</b>			
*GAYEL, NY FIX # .....	BINGHAMTON, NY VORTAC .....	**6000	
*5500—MRA.			
**4300—MOCA.			
**GNSS MEA, GNSS REQUIRED.			
#BINGHAMTON R-129 UNUSABLE. GNSS RE- QUIRED.			
<b>§ 95.6375 VOR Federal Airway V375 is Amended To Read in Part</b>			
*HANEY, VA FIX .....	FLUKY, VA FIX .....	2600	
*7000—MRA.			
<b>§ 95.6519 VOR Federal Airway V519 is Amended To Read in Part</b>			
GLADE SPRING, VA VOR/DME .....	*TELOC, VA FIX .....	6900	
*13000—MRA.			
*TELOC, VA FIX .....	BLUEFIELD, WV VORTAC .....	6100	
*13000—MRA.			
<b>§ 95.6440 Alaska VOR Federal Airway V440 is Amended To Read in Part</b>			
U.S. CANADIAN BORDER .....	LATCH, AK FIX .....	*12000	
*4200—MOCA.			
*8000—GNSS MEA.			
LATCH, AK FIX .....	BIORKA ISLAND, AK VORTAC.		
	NW BND .....	4500	
	SW BND .....	12000	
<b>§ 95.6488 Alaska VOR Federal Airway V488 is Amended To Read in Part</b>			
TANANA, AK VOR/DME .....	*REEBA, AK FIX.		
	E BND .....	**7000	
	W BND .....	**4000	
*7000—MRA.			
**4000—MOCA.			
*REEBA, AK FIX .....	GOLLY, AK FIX .....	**7000	
*7000—MRA.			
**5000—MOCA.			
GOLLY, AK FIX .....	*FAIRBANKS, AK VORTAC .....	5000	
*4700—MCA FAIRBANKS, AK VORTAC, W BND.			
<b>§ 95.6531 Alaska VOR Federal Airway V531 is Amended To Read in Part</b>			
*FAIRBANKS, AK VORTAC .....	GOLLY, AK FIX .....	5000	
*4700—MCA FAIRBANKS, AK VORTAC, W BND.			
From	To	MEA	MAA
<b>§ 95.7001 JET ROUTES</b>			
<b>§ 95.7095 Jet Route J95 is Amended To Read in Part</b>			
DEER PARK, NY VOR/DME .....	GAYEL, NY FIX .....	18000	45000
GAYEL, NY FIX .....	#BINGHAMTON, NY VORTAC .....	*18000	45000
*GNSS MEA, GNSS REQUIRED.			
#BINGHAMTON R-129 UNUSABLE. GNSS RE- QUIRED.			

Airway Segment		Changeover Points	
From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Points V7 is Amended to Modify Changeover Point</b>			
SEMINOLE, FL VORTAC .....	WIREGRASS, AL VORTAC .....	53	SEMINOLE
<b>ALASKA V440 is Amended to Modify Changeover Point</b>			
SANDSPIT, VORTAC .....	BIORKA ISLAND, AK VORTAC .....	119	SANDSPIT
<b>ALASKA V488 is Amended to Modify Changeover Point</b>			
TANANA, AK VOR/DME .....	FAIRBANKS, AK VORTAC .....	40	TANANA
<b>§ 95.8005 Jet Routes Changeover Points J501 is Amended to Add Changeover Point</b>			
SANDSPIT, VORTAC .....	BIORKA ISLAND, AK VORTAC .....	99	SANDSPIT

[FR Doc. 2010-27654 Filed 11-1-10; 8:45 am]  
BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG-2010-0813]

RIN 1625-AA08

**Special Local Regulations for Marine Events; Wrightsville Channel, Wrightsville Beach, NC**

**AGENCY:** Coast Guard, DHS.  
**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing temporary special local regulations for the swim portions of “Beach 2 Battleship Full and Half Iron Distance Triathlon,” to be held on the waters adjacent to Wrightsville Beach, North Carolina. These special local regulations are necessary to provide for the safety of life on navigable waters during the event. This action is intended to restrict vessel traffic on Banks, Motts, and Wrightsville Channels during the swimming portion of this event.

**DATES:** This rule is effective from 7 a.m. until 11 a.m. on November 13, 2010.

**ADDRESSES:** Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-2010-0813 and are available online by going to <http://www.regulations.gov>, inserting USCG-2010-0813 in the “Keyword” box, and then clicking “Search.” This material is also available for inspection or copying at the Docket Management Facility (M-

30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 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 rule, call or e-mail BOSN3 Joseph M. Edge, Coast Guard Sector North Carolina, Atlantic Beach, NC; telephone (252) 247-4525, e-mail [Joseph.M.Edge@uscg.mil](mailto:Joseph.M.Edge@uscg.mil). If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:**

**Regulatory Information**

On September 15, 2010, we published a Notice of proposed rulemaking (NPRM) entitled Special Local Regulations for Marine Events, Wrightsville Channel; Wrightsville Beach, NC in the **Federal Register** (75 FR 56024). We received no comments on the proposed rule. No public meeting was requested, and none was held.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date would be contrary to public interest, since immediate action is needed to ensure the public’s safety. In addition, delaying the effective date is unnecessary. The purpose of a delayed effective date is to give the public time to prepare for compliance with the final rule. Because the final rule has not changed from the proposed rule the public is already aware of the rule in its final form, and additional delay to accommodate compliance is unnecessary.

**Basis and Purpose**

On November 13, 2010, the Wilmington YMCA will sponsor the “Beach 2 Battleship Full and Half Iron Distance Triathlon” on the waters of Banks, Motts and Wrightsville Channels adjacent to Wrightsville Beach, North Carolina. The swim portion of the event will consist of two groups of 750 swimmers entering Banks Channel southwest of the Coast Guard Station and swimming northeast along Wrightsville Channel and Motts Channel to Seapath Marina. A fleet of spectator vessels are expected to gather near the event site to view the competition. To provide for the safety of the participants, spectators and other transiting vessel, the Coast Guard will temporarily restrict vessel traffic in the event area during this event.

**Discussion of Comments and Changes**

The Coast Guard did not receive comments in response to the Notice of proposed rulemaking (NPRM) published in the **Federal Register**. Accordingly, the Coast Guard is establishing temporary special local regulations on specified waters of Banks Channel including the waters of Wrightsville Channel adjacent to Wrightsville Beach, North Carolina.

**Regulatory Analyses**

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

**Regulatory Planning and Review**

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs