

(i) Remove from service the following engine mount parts:

(A) Support arm, P/N C714A1107201;

(B) Swaged support arm, P/N C714A1106201;

(C) Left-hand support bracket, P/N C714A1101102; and

(D) Right-hand support bracket, P/N C714A1101103.

(ii) Measure the height of the engine mounting base as depicted in Figure 1 of Eurocopter Alert SB No. 04A005, Revision 0, dated July 16, 2003. If the height is more than 10.5 millimeters, replace the engine mount with an engine mount that does not have the parts identified in paragraph (f)(1)(i) of this AD.

(2) For helicopters with a serial number 1170 and larger or helicopters modified with an improvement of the engine mount in accordance with SB 71-003:

(i) Within 25 hours TIS, replace the spring-type engine suspension system and perform a dye-penetrant inspection of the flared coupling for a crack by following the Accomplishment Instructions, paragraphs 2.B.2.a through 2.B.2.c of SB 71-005.

(ii) If there is a crack in the flared coupling, before further flight, replace the coupling with an airworthy coupling.

(3) For helicopters with coupling tube, P/N C631A1002101, installed, before further flight, remove coupling tube, P/N C631A1002101, from service. Do not install coupling tube, P/N C631A1002101, on any helicopter.

(g) Special Flight Permits

Special flight permits may be issued provided there are no cracks in the coupling tube attachment fitting.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: James Blyn, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@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.

(i) Additional Information

(1) Eurocopter Alert Service Bulletin (ASB) No. 05A003, Revision 2, dated July 16, 2003; Eurocopter ASB No. 05A003, Revision 3, dated May 11, 2004; and Eurocopter Service Bulletin No. 71-003, Revision 1, dated July 18, 2002; which are not incorporated by reference, contain additional information about the subject of this final rule. For Eurocopter service information identified in this final rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>. You

may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in Direction Generale de L'Aviation Civile (DGAC) AD No. F-2003-325 R1, Revision 1, dated May 12, 2004. You may view the DGAC AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0105.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6310, Engine/Transmission Coupling—Coupling Tube, Engine Mount, and Engine Mount Base.

(k) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter Alert Service Bulletin No. 04A005, Revision 0, dated July 16, 2003.

(ii) Eurocopter Service Bulletin No. 71-005, Revision 0, dated May 14, 2004.

(3) For Eurocopter service information identified in this final rule, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on June 9, 2016.

Scott A. Horn,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2016-14467 Filed 6-21-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31084; Amdt. No. 527]

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 0901 UTC, July 21, 2016.

FOR FURTHER INFORMATION CONTACT:

Richard A. Dunham, 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 June 17, 2016.

John Duncan,
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, July 21, 2016.

PART 95—[AMENDED]

■ 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 POINT
[Amendment 527, effective date July 21, 2016]

From	To	MEA
§ 95.6001 Victor Routes—U.S.		
§ 95.6025 VOR Federal Airway V25 is Amended to Read in Part		
VENTURA, CA VOR/DME	DEANO, CA FIX	6000
DEANO, CA FIX	* SAN MARCUS, CA VORTAC	6200
* 7600—MCA SAN MARCUS, CA	VORTAC, NW BND.	
§ 95.6026 VOR Federal Airway V26 is Amended to Read in Part		
EDGRR, WI FIX	WAUSAU, WI VORTAC	* 6000
* 3600—MOCA		
* 3600—GNSS MEA		
WAUSAU, WI VORTAC	CHURP, WI FIX	* 8000
* 3000—GNSS MEA		
CHURP, WI FIX	GREEN BAY, WI VORTAC	* 7000
* 2400—MOCA		
§ 95.6067 VOR Federal Airway V67 is Amended to Read in Part		
CEDAR RAPIDS, IA VOR/DME	* LYERS, IA FIX	2900
* 3200—MRA		
* LYERS, IA FIX	WATERLOO, IA VOR/DME	2900
* 3200—MRA		
§ 95.6077 VOR Federal Airway V77 is Amended to Read in Part		
WATERLOO, IA VOR/DME	WAUKON, IA VORTAC	* 3000
* 2800—MOCA		
§ 95.6097 VOR Federal Airway V97 is Amended to Read in Part		
NOISE, TN FIX	LONDON, KY VORTAC	* 5000
* 4200—MOCA		
LONDON, KY VORTAC	REBEL, KY FIX	* 3400
* 2900—MOCA		
§ 95.6120 VOR Federal Airway V120 is Amended to Read in Part		
MASON CITY, IA VORTAC	* AREDA, IA FIX	** 3000
* 4500—MRA		
** 2800—MOCA		
* AREDA, IA FIX	** SEATS, IA FIX	*** 3000
* 4500—MRA		
** 4500—MRA		
*** 2800—MOCA		
§ 95.6139 VOR Federal Airway V139 is Amended to Read in Part		
DUNFE, VA FIX	SNOW HILL, MD VORTAC	* 4000
* 1600—MOCA		

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued

[Amendment 527, effective date July 21, 2016]

From	To	MEA
§ 95.6146 VOR Federal Airway V146 is Amended to Read in Part		
PROVIDENCE, RI VORTAC	MARTHAS VINEYARD, MA VOR/DME	2100
§ 95.6148 VOR Federal Airway V148 is Amended to Read in Part		
ALEEN, WI FIX	HAYWARD, WI VOR/DME	#
#UNUSABLE		
HAYWARD, WI VOR/DME	*IRONWOOD, MI VORTAC	10000
*5200—MCA IRONWOOD, MI	VORTAC, SW BND.	
§ 95.6165 VOR Federal Airway V165 is Amended to Read in Part		
JEFFY, CA FIX	*LOPES, CA FIX	9000
*8600—MCA LOPES, CA	FIX, S BND.	
LOPES, CA FIX	*ARVIN, CA FIX	8500
*7300—MCA ARVIN, CA	FIX, SE BND.	
§ 95.6167 VOR Federal Airway V167 is Amended to Read in Part		
JEWIT, CT FIX	PROVIDENCE, RI VORTAC	2500
§ 95.6186 VOR Federal Airway V186 is Amended to Read in Part		
SAN MARCUS, CA VORTAC	DEANO, CA FIX	6200
DEANO, CA FIX	*HENER, CA FIX	5000
*5100—MCA HENER, CA	FIX, E BND.	
HENER, CA FIX	FILLMORE, CA VORTAC	6300
FILLMORE, CA VORTAC	VAN NUYS, CA VOR/DME	6000
VAN NUYS, CA VOR/DME	TIFNI, CA FIX	5500
PARADISE, CA VORTAC	TANNR, CA FIX	6000
§ 95.6187 VOR Federal Airway V187 is Amended to Read in Part		
MANCA, CO FIX	HERRM, CO FIX	# * 15000
*12800—MOCA		
#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.		
§ 95.6197 VOR Federal Airway V197 is Amended to Read in Part		
PARADISE, CA VORTAC	*POMONA, CA VORTAC	4500
*5800—MCA POMONA, CA	VORTAC, NW BND.	
FISCH, CA FIX	*KELEN, CA FIX	** 10200
*9300—MCA KELEN, CA	FIX, SE BND.	
**10200—MOCA		
KELEN, CA FIX	*ARVIN, CA FIX	8500
*7300—MCA ARVIN, CA	FIX, SE BND.	
§ 95.6198 VOR Federal Airway V198 is Amended to Read in Part		
TIBBY, LA VOR/DME	HARVEY, LA VORTAC	2100
§ 95.6248 VOR Federal Airway V248 is Amended to Read in Part		
AVENAL, CA VOR/DME	SCRAP, CA FIX	4000
§ 95.6310 VOR Federal Airway V310 is Amended to Read in Part		
LOUISVILLE, KY VORTAC	LONDON, KY VORTAC	* 3300
*2900—MOCA		
LONDON, KY VORTAC	ROSAR, KY FIX	* 5500
*3800—MOCA		
§ 95.6345 VOR Federal Airway V345 is Amended to Read in Part		
EAU CLAIRE, WI VORTAC	HAYWARD, WI VOR/DME	# * 5200
*3100—MOCA		
*4000—GNSS MEA		
#HAYWARD R-178 UNUSABLE USE EAU CLAIRE R-357		

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued
 [Amendment 527, effective date July 21, 2016]

From	To	MEA	
§ 95.6347 VOR Federal Airway V347 is Amended to Read in Part			
LONDON, KY VORTAC * 4600—MOCA	HINCH MOUNTAIN, TN VORTAC	* 4700	
§ 95.6459 VOR Federal Airway V459 is Amended to Read in Part			
JEFFY, CA FIX * 8600—MCA LOPES, CA	* LOPES, CA FIX FIX, S BND.	9000	
LOPES, CA FIX * 5800—MCA WRING, CA	* WRING, CA FIX FIX, SE BND.	8500	
§ 95.6517 VOR Federal Airway V517 is Amended to Read in Part			
LONDON, KY VORTAC	LOGIC, KY FIX	2900	
§ 95.6552 VOR Federal Airway V552 is Amended to Read in Part			
* GRICE, LA FIX * 4000—MRA	TIBBY, LA VOR/DME	2000	
TIBBY, LA VOR/DME	HARVEY, LA VORTAC	2100	
§ 95.6562 VOR Federal Airway V562 is Amended to Read in Part			
DRAKE, AZ VORTAC	PEACH SPRINGS, AZ VORTAC	9200	
§ 95.6597 VOR Federal Airway V597 is Amended to Read in Part			
FILLMORE, CA VORTAC VAN NUYS, CA VOR/DME	VAN NUYS, CA VOR/DME DARTS, CA FIX	6000 5500	
§ 95.6311 Alaska VOR Federal Airway V311 is Amended to Read in Part			
ANNETTE ISLAND, AK VOR/DME * 9000—MCA TOKEE, AK	* TOKEE, AK FIX FIX, NW BND.	6000	
TOKEE, AK FIX * 4700—MOCA	WIBTA, AK FIX	* 9000	
WIBTA, AK FIX	FLIPS, AK FIX. W BND	* 7500	
* 6300—MOCA	E BND	* 9000	
FLIPS, AK FIX	BIORKA ISLAND, AK VORTAC. W BND	6100	
	E BND	7500	
§ 95.6473 Alaska VOR Federal Airway V473 is Amended to Read in Part			
FLIPS, AK FIX	BIORKA ISLAND, AK VORTAC. W BND	6100	
	E BND	7500	
From	To	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7005 Jet Route J5 is Amended to Read in Part			
POWEL, OR FIX	SUMMA, WA FIX	24000	45000
§ 95.7054 Jet Route J54 is Amended to Read in Part			
OLYMPIA, WA VORTAC # MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	BAKER CITY, OR VOR/DME	# 24000	45000
§ 95.7086 Jet Route J86 is Amended to Read in Part			
BOULDER CITY, NV VORTAC	PEACH SPRINGS, AZ VORTAC	18000	45000

From	To	Distance
§ 95.8003 VOR Federal Airway Changeover Point Airway Segment Changeover Points Is Amended To Add Changeover Point V148		
HAYWARD, WI VOR/DME HAYWARD	IRONWOOD, MI VORTAC	20
§ 95.8005 Jet Routes Changeover Points Airway Segment Changeover Points Is Amended To Add Changeover Point J54		
OLYMPIA, WA VORTAC OLYMPIA	BAKER CITY, OR VOR/DME	143

[FR Doc. 2016-14799 Filed 6-21-16; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Part 766

[Docket No. 151204999-6179-02]

RIN 0694-AG73

Guidance on Charging and Penalty Determinations in Settlement of Administrative Enforcement Cases

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule.

SUMMARY: This final rule revises the Bureau of Industry and Security’s (BIS) guidance regarding administrative enforcement cases based on violations of the Export Administration Regulations (EAR). The rule rewrites that guidance in the EAR, setting forth the factors that the Office of Export Enforcement (OEE) considers when setting penalties in settlements of administrative enforcement cases and when deciding whether to pursue administrative charges or settle allegations of EAR violations. This final rule does not apply to alleged violations of regulations concerning restrictive trade practices and boycotts, which would continue to be subject to the guidance.

DATES: *Effective date:* July 22, 2016.

FOR FURTHER INFORMATION CONTACT: Norma Curtis, Assistant Director, Office of Export Enforcement, Bureau of Industry and Security. Tel: (202) 482-5036, or by email at *norma.curtis@bis.doc.gov*.

SUPPLEMENTARY INFORMATION:

Background

The mission of the Office of Export Enforcement (OEE) at BIS is to enforce the provisions of the Export Administration Regulations (EAR),

secure America’s trade, and preserve America’s technological advantage by detecting, investigating, preventing, and deterring the unauthorized export and reexport of U.S.-origin items to parties involved with: (1) Weapons of mass destruction programs; (2) threats to national security or regional stability; (3) terrorism; or (4) human rights abuses. Export Enforcement at BIS is the only federal law enforcement agency exclusively dedicated to the enforcement of export control laws and the only agency constituted to do so with both administrative and criminal export enforcement authorities. OEE’s criminal investigators and analysts leverage their subject-matter expertise, unique and complementary administrative enforcement tools, and relationships with other federal agencies and industry to protect our national security and promote our foreign policy interests. OEE protects legitimate exporters from being put at a competitive disadvantage by those who do not comply with the law. It works to educate parties to export transactions on how to improve export compliance practices, supporting American companies’ efforts to be reliable trading partners and reputable stewards of U.S. national and economic security. BIS also discourages, and in some circumstances prohibits, U.S. companies from furthering or supporting any unsanctioned foreign boycott (including the Arab League boycott of Israel).

OEE at BIS may refer violators of export control laws to the U.S. Department of Justice for criminal prosecution, and/or to the Department’s Office of the Chief Counsel for Industry and Security for administrative prosecution. In cases where there has been a willful violation of the EAR, violators may be subject to both criminal fines and administrative penalties. Administrative penalties may also be imposed when there is no willful intent, allowing administrative cases to be brought in a much wider variety of circumstances than criminal

cases. OEE has a unique combination of administrative enforcement authorities including both civil penalties and denials of export privileges. BIS may also place individuals and entities on lists that restrict or prohibit their involvement in exports, reexports, and transfers (in-country).

In this rule, BIS amends the EAR to update its Guidance on Charging and Penalty Determinations in Settlement of Administrative Enforcement Cases (the “BIS Guidelines”) found in Supplement No. 1 to part 766 of the EAR in order to make civil penalty determinations more predictable and transparent to the public and aligned with those promulgated by the Treasury Department’s Office of Foreign Assets Control (OFAC). OFAC administers most of its sanctions programs under the International Emergency Economic Powers Act (IEEPA), the same statutory authority by which BIS implements the EAR. OFAC uses the transaction value as the starting point for determining civil penalties pursuant to its Economic Sanctions Enforcement Guidelines. Under IEEPA, criminal penalties can reach 20 years imprisonment and \$1 million per violation, and administrative monetary penalties can reach \$250,000 (subject to adjustment in accordance with U.S. law, e.g., the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015 (Pub. L. 114-74, sec. 701)) or twice the value of the transaction, whichever is greater. Both agencies coordinate and cooperate on investigations involving violations of export controls that each agency enforces, including programs relating to weapons of mass destruction, terrorism, Iran, Sudan, Specially Designated Nationals and Specially Designated Global Terrorists. This guidance would not apply to civil administrative enforcement cases for violations under part 760 of the EAR—Restrictive Trade Practices and Boycotts. Supplement No. 2 to Part 766 continues to apply to enforcement cases involving part 760 violations. This guidance also will not apply to pending