

packed were sealed with a seal of the national government of the region of origin by the salaried veterinarian of the national government of the region of origin who signed the certificate or, if exported from Mexico, by the veterinarian accredited by the national government of Mexico who signed the certificate.

(ix) In addition, if the eggs were laid in any region where END is considered to exist (see paragraph (a) of this section), the certificate must also state:

* * * * *

(C) The eggs are from a flock of origin found free of END as follows: On the seventh and fourteenth days of the 21-day period before the certificate is signed, at least 1 cull bird (a sick or dead bird, not a healthy bird that was killed) for each 10,000 live birds occupying each poultry house certified for exporting table eggs was tested for END virus using embryonated egg inoculation technique. The weekly cull rate of birds of every exporting poultry house within the exporting farm does not exceed 0.1 percent. The tests present no clinical or immunological evidence of END by embryonated egg inoculation technique from tissues of birds that were culled and have been collected by a salaried veterinary officer of the national government of the region of origin or by a veterinarian accredited by the national government of Mexico. All examinations and embryonated egg inoculation tests were conducted in a laboratory located in the region of origin, and the laboratory was approved to conduct the examinations and tests by the veterinary services organization of the national government of that region. All results were negative for END.

(D) Egg drop syndrome is notifiable in the region of origin and there have been no reports of egg drop syndrome in the flocks of origin of the eggs, or within a 50 kilometer radius of the flock of origin, for the 90 days prior to the issuance of the certificate.

* * * * *

(Approved by the Office of Management and Budget under control numbers 0579-0015, 0579-0245, and 0579-0328)

§ 94.8 [Amended]

■ 9. In § 94.8 in the introductory text and paragraph (a)(4) introductory text footnotes 8 and 9 are redesignated as footnotes 7 and 8 respectively.

§ 94.9 [Amended]

■ 10. In § 94.9 (a), (c)(3), and (e)(2) introductory text footnotes 10 through 12 are redesignated as footnotes 9 through 11 respectively.

■ 11. Section 94.12 is amended as follows:

■ a. In paragraph (b)(1)(iii)(B), by redesignating footnote 13 as footnote 12.

■ b. In paragraph (b)(3), by redesignating footnote 14 as footnote 13 and revising newly redesignated footnote 13 to read as set forth below.

§ 94.12 Pork and pork products from regions where swine vesicular disease exists.

* * * * *

(b) * * *

(3) * * * 13

¹³ See footnote 9 in § 94.9.

§ 94.16 [Amended]

■ 12. In § 94.16 (b)(2) footnote 15 is redesignated as footnote 14.

■ 13. Section 94.17 is amended as follows:

■ a. In paragraph (e), by redesignating footnote 16 as footnote 15.

■ b. In paragraph (p)(1)(i), by redesignating footnote 17 as footnote 16 and revising newly redesignated footnote 16 to read as set forth below.

§ 94.17 Dry-cured pork products from regions where foot-and-mouth disease, rinderpest, African swine fever, classical swine fever, or swine vesicular disease exists.

* * * * *

(p) * * *

(1) * * *

(i) * * * 16

¹⁶ See footnote 15 in paragraph (e) of this section.

§ 94.18 [Amended]

■ 14. In § 94.18 in paragraphs (c)(2) and (d)(1) footnotes 18 and 19 are redesignated as footnotes (17) and (18) respectively.

§ 94.24 [Amended]

■ 15. In § 94.24 in paragraphs (a)(5) and (b)(6) footnotes 20 and 21 are redesignated as footnotes 19 and 20 respectively.

Done in Washington, DC, this 15th day of April 2009.

Kevin Shea,

Acting Administrator, Animal and Plant Health Inspection Service.

[FR Doc. E9-9102 Filed 4-21-09; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2008-1259; Airspace Docket No. 08-ASO-1]

Modification of the Atlantic High and San Juan Low Offshore Airspace Areas; East Coast, United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action will amend the boundaries of the Atlantic High and San Juan Low Offshore Airspace Areas located off the east coast of the United States. The implementation of the West Atlantic Route System Plus (WATRS Plus) project modified the boundaries of the Miami Control Area (CTA)/Flight Identification Region (FIR), the San Juan CTA/FIR, and the New York Oceanic CTA/FIR. This action modifies the Atlantic High and San Juan Low Offshore Airspace Area boundaries to coincide with the CTA/FIR changes.

DATES: *Effective Date:* 0901 UTC, July 2, 2009. 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.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace and Rules Group, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On Thursday January 15, 2009, the FAA published in the **Federal Register** a notice of proposed rulemaking to modify the Atlantic High and San Juan Low Offshore Airspace Areas, East Coast, United States (74 FR 2427). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received. With the exception of editorial changes, this amendment is the same as that proposed in the NPRM.

High offshore airspace areas are published in paragraph 2003, and low offshore airspace areas are published in paragraph 6007, of FAA Order 7400.9S signed October 3, 2008, and effective October 31, 2008, which is incorporated by reference in 14 CFR 71.1. The offshore airspace areas listed in this

document will be published subsequently in the Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the boundaries of the Atlantic High and San Juan Low Offshore Airspace Areas to match recent boundary changes to the Miami, San Juan and New York Oceanic CTA/FIRs. The CTA/FIR boundaries were modified due to the implementation of the WATRS Plus project, which introduced a redesigned route structure and a reduced lateral separation standard on oceanic routes in the WATRS Plus CTAs to enhance en route capacity. This change is a minor realignment of one point common to both the Atlantic High and San Juan Low Offshore Airspace area boundaries. The point at lat. 21°08'00" N., long. 67°45'00" W. is changed to read lat. 21°14'21" N., long. 67°39'02" W.

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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will 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 Administration. 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 enhances the safety of aircraft within the National Airspace System.

ICAO Considerations

As this action relates to navigable airspace outside the United States, this notice is submitted in accordance with the International Civil Aviation Organization (ICAO) International Standards and Recommended Practices.

The application of International Standards and Recommended Practices by the FAA, Office of System Operations Airspace and AIM, Airspace & Rules, in areas outside the United States domestic airspace, is governed by the Convention on International Civil Aviation. Specifically, the FAA is governed by Article 12 and Annex 11, which pertain to the establishment of necessary air navigational facilities and services to promote the safe, orderly, and expeditious flow of civil air traffic. The purpose of Article 12 and Annex 11 is to ensure that civil aircraft operations on international air routes are performed under uniform conditions.

The International Standards and Recommended Practices in Annex 11 apply to airspace under the jurisdiction of a contracting state, derived from ICAO. Annex 11 provisions apply when air traffic services are provided and a contracting state accepts the responsibility of providing air traffic services over high seas or in airspace of undetermined sovereignty.

A contracting state accepting this responsibility may apply the International Standards and Recommended Practices that are consistent with standards and practices utilized in its domestic jurisdiction.

In accordance with Article 3 of the Convention, state-owned aircraft are exempt from the Standards and Recommended Practices of Annex 11. The United States is a contracting state to the Convention. Article 3(d) of the Convention provides that participating state aircraft will be operated in international airspace with due regard for the safety of civil aircraft. Since this action involves the designation of navigable airspace outside the United States, the Administrator consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with paragraph 311a of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. 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 7400.9S, Airspace Designations and Reporting Points, signed October 3, 2008 and effective October 31, 2008, is amended as follows:

Paragraph 2003 Offshore Airspace Areas.
* * * * *

Atlantic High [Amended]

That airspace extending upward from 18,000 feet MSL to and including FL 600 within the area bounded on the east from north to south by the Moncton FIR, New York Oceanic CTA/FIR, and the San Juan Oceanic CTA/FIR; to the point where the San Juan Oceanic CTA/FIR boundary turns southwest at lat. 21°14'21" N., long. 67°39'02" W., thence from that point southeast via a straight line to intersect a 100-mile radius of the Fernando Luis Ribas Dominicci Airport at lat. 19°47'28" N., long. 67°09'37" W., thence counter-clockwise via a 100-mile radius of the Fernando Luis Ribas Dominicci Airport to lat. 18°53'05" N., long. 67°47'43" W., thence from that point northwest via a straight line to intersect the point where the Santo Domingo FIR turns northwest at lat. 19°39'00" N., long. 69°09'00" W., thence from that point the area is bounded on the south from east to west by the Santo Domingo FIR, Port-Au-Prince CTA/FIR, and the Havana CTA/FIR; bounded on the west from south to north by the Houston Oceanic CTA/FIR, southern boundary of the Jacksonville Air Route Traffic Control Center and a line 12 miles offshore and parallel to the U.S. shoreline.

* * * * *

Paragraph 6007 Offshore Airspace Areas.
* * * * *

San Juan Low, PR [Amended]

That airspace extending upward from 5,500 feet MSL from the point of intersection of the San Juan Oceanic CTA/FIR and Miami Oceanic CTA/FIR boundary at lat. 21°14'21" N., long. 67°39'02" W., thence from that point

southeast via a straight line to intersect a 100-mile radius of the Fernando Luis Ribas Dominicci Airport at lat. 19°47'28" N., long. 67°09'37" W., thence clockwise via a 100-mile radius of the Fernando Luis Ribas Dominicci Airport to lat. 18°53'05" N., long. 67°47'43" W., thence from that point northwest via a straight line to intersect the point where the Santo Domingo FIR turns northwest at lat. 19°39'00" N., long. 69°09'00" W., thence from that point northeast along the San Juan CTA/FIR and Miami CTA/FIR boundary to the point of beginning.

* * * * *

Issued in Washington, DC, on April 15, 2009.

Edith V. Parish,

Manager, Airspace and Rules Group.

[FR Doc. E9-9137 Filed 4-21-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 40

[Docket No. RM08-11-000]

Version Two Facilities Design, Connections and Maintenance Reliability Standards

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule: correction.

SUMMARY: This document corrects compliance filing deadline errors in a Final Rule that the Federal Energy Regulatory Commission published in the **Federal Register** on March 30, 2009. That action approved three revised Reliability Standards developed by the North American Electric Reliability Corporation (NERC), designated by NERC as FAC-010-2, FAC-011-2 and FAC-014-2, which set requirements for the development and communication of system operating limits of the Bulk-Power system for use in planning and operation horizons.

DATES: *Effective Date:* April 29, 2009.

FOR FURTHER INFORMATION CONTACT: Cory Lankford (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, at (202) 502-6711.

SUPPLEMENTARY INFORMATION: In FR Document E-9-6823, published March 30, 2009 (74 FR 14008), make the following corrections to compliance filing dates:

1. On page 14014, column 2, the last sentence of paragraph 50 is corrected to read: "The ERO shall submit its revisions to the Commission within 30

days from the effective date of this final rule, as discussed above and as indicated in Attachment A."

2. On page 14016, column 1, the last sentence of paragraph 65 is corrected to read: "The ERO shall submit its revisions to sub-requirements R4.1 through R4.3 to the Commission within 30 days of the effective date of this final rule, as discussed above and as indicated in Attachment A."

3. On page 14016, column 2, the last sentence of paragraph 71 is corrected to read: "The Commission therefore adopts the NOPR proposal agreed to by NERC and directs the ERO to file revised violation severity levels for FAC-011-2, Requirements R3 within 30 days of the effective date of this final rule, as discussed above and as indicated in Attachment A."

4. On page 14017, column 1, the last sentence of paragraph 75 is corrected to read: "The ERO shall submit its revisions to sub-requirements R4.1 through R4.3 to the Commission with 30 days of the effective date of this final rule, as discussed above and as indicated in Attachment A."

Kimberly D. Bose,

Secretary.

[FR Doc. E9-9169 Filed 4-21-09; 8:45 am]

BILLING CODE P

PENSION BENEFIT GUARANTY CORPORATION

29 CFR Part 4022

Benefits Payable in Terminated Single-Employer Plans; Interest Assumptions for Valuing and Paying Benefits

AGENCY: Pension Benefit Guaranty Corporation.

ACTION: Final rule; correction.

SUMMARY: The Pension Benefit Guaranty Corporation published in the **Federal Register** of April 15, 2009, a final rule informing the public of the interest rates and assumptions to be used under certain Pension Benefit Guaranty Corporation regulations. This document corrects an inadvertent error in that final rule.

DATES: Effective May 1, 2009.

FOR FURTHER INFORMATION CONTACT: Catherine B. Klion, Attorney, Legislative and Regulatory Department, Pension Benefit Guaranty Corporation, 1200 K Street, NW., Washington, DC 20005, 202-326-4024. (TTY/TDD users may call the Federal relay service toll-free at 1-800-877-8339 and ask to be connected to 202-326-4024.)

SUPPLEMENTARY INFORMATION: The Pension Benefit Guaranty Corporation published a document in the April 15, 2009, **Federal Register** (74 FR 17395), informing the public of the interest rates and assumptions to be used under certain Pension Benefit Guaranty Corporation regulations. This document corrects an inadvertent error in that final rule.

■ In FR Doc. E9-8674, published on April 15, 2009 (74 FR 17395), make the following corrections.

Appendix B to Part 4022—[Corrected]

■ 1. On page 17396, in the table for Appendix B to Part 4022, under "Immediate annuity rate (percent)", remove the figure "3.25", and add, in its place, "3.50".

Appendix C to Part 4022—[Corrected]

■ 2. On page 17396, in the table for Appendix C to Part 4022, under "Immediate annuity rate (percent)", remove the figure "3.25", and add, in its place, "3.50".

Issued in Washington, DC, on this 16th day of April 2009.

Vincent K. Snowbarger,

Acting Director, Pension Benefit Guaranty Corporation.

[FR Doc. E9-9212 Filed 4-21-09; 8:45 am]

BILLING CODE 7709-01-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket No. USCG-2008-1268]

RIN 1625-AA08

Special Local Regulation; Volvo Ocean Race 2009, Nahant, Boston Harbor, MA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a special local regulation during the Volvo Ocean Race 2009 In-Port Race to be held on Broad Sound, off Nahant, Massachusetts, on May 9, 2009. This special local regulation is necessary to provide for the safety of life on navigable waters during the event. This proposed action is intended to restrict vessel traffic before, during and after the race.

DATES: This rule is effective from 10:30 a.m. through 4 p.m. on May 09, 2009.

ADDRESSES: Documents indicated in this preamble as being available in the docket are part of docket USCG-2008-