

For the reasons discussed above, I certify this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**2014–13–03 Rolls-Royce plc:** Amendment 39–17878; Docket No. FAA–2014–0281; Directorate Identifier 2014–NE–05–AD.

#### (a) Effective Date

This AD is effective July 14, 2014.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211 Trent 553–61, 553A2–61, 556–61, 556A2–61, 556B–61, 556B2–61, 560–61, and 560A2–61 turbofan engines.

#### (d) Reason

This AD was prompted by the risk of fan flutter occurring during ground maintenance running, and the risk of intermediate-pressure (IP) shaft failure which may result in IP turbine overspeed and disk burst. We are issuing this AD to address, through an update to the electronic engine control (EEC) software, multiple risks of uncontained engine failure and damage to the airplane.

#### (e) Actions and Compliance

Comply with this AD within the compliance times specified, unless already done.

(1) After the effective date of this AD, within 3 months or 200 flight cycles,

whichever occurs first, modify the engine by removing EEC software, Version L5.6.1 or earlier.

(2) Install EEC software eligible for installation.

#### (f) Installation Prohibition

After modification of an engine as required by paragraph (e) of this AD, do not install any EEC with a software Version L5.6.1 or earlier into any engine.

#### (g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### (h) Related Information

(1) For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238–7758; fax: (781) 238–7199; email: [mark.riley@faa.gov](mailto:mark.riley@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2014–0086, dated April 11, 2014, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA–2014–0281.

(3) RR Alert Service Bulletin No. RB.211–73–AH531, Revision 1, dated March 7, 2014, which is not incorporated by reference in this AD, can be obtained from RR using the contact information in paragraph (h)(4) of this AD.

(4) Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011–44–1332–242424; fax: 011–44–1332–249936; email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp); Internet: <https://www.aeromanager.com>.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781–238–7125.

#### (i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 13, 2014.

**Ann C. Mollica,**

*Acting Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 2014–14807 Filed 6–26–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30967; Amdt. No. 514]

#### 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, July 24, 2014.

#### 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 June 20, 2014.

**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 24, 2014.

#### 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 514 effective date July 24, 2014]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes § 95.3252 RNAV Route T252 is Amended to Read in Part</b>			
KOTZEBUE, AK VOR/DME .....	PERCI, AK WP .....	.....	17500
	NE BND .....	3500	.....
	SW BND .....	3000	.....
<b>§ 95.3265 RNAV Route T265 is Amended by Adding</b>			
AHMED, IL FIX .....	START, IL FIX .....	*4000	8000
*2500—MOCA			
START, IL FIX .....	BULLZ, IL FIX .....	*4000	8000
*2500—MOCA			
<b>§ 95.3265 RNAV Route T265 is Amended to Delete</b>			
KELSI, IL FIX .....	BULLZ, IL FIX .....	*4000	8000
*2300—MOCA			
<b>§ 95.4000 High Altitude RNAV Routes</b>			
<b>§ 95.4019 RNAV Route Q19 is Amended by Adding</b>			
PLESS, IL FIX .....	ST LOUIS, MO VORTAC .....	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
ST LOUIS, MO VORTAC .....	DES MOINES, IA VORTAC .....	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
DES MOINES, IA VORTAC .....	SIOUX FALLS, SD VORTAC .....	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
SIOUX FALLS, SD VORTAC .....	ABERDEEN, SD VOR/DME .....	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
<b>§ 95.4019 RNAV Route Q19 is Amended to Read in Part</b>			
NASHVILLE, TN VORTAC .....	PLESS, IL FIX .....	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
<b>§ 95.4020 RNAV Route Q20 is Amended to Read in Part</b>			
UNNOS, NM WP .....	FUSCO, TX FIX .....	*24000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			

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

[Amendment 514 effective date July 24, 2014]

From	To	MEA	MAA
FUSCO, TX FIX ..... *18000—GNSS MEA *DME/DME/IRU MEA	JUNCTION, TX VORTAC .....	*24000	45000
From	To	MEA	
§ 95.6001 Victor Routes—U.S.			
§ 95.6014 VOR Federal Airway V14 is Amended to Read in Part			
SPRINGFIELD, MO VORTAC .....	VICHY, MO VOR/DME .....	3100	
§ 95.6035 VOR Federal Airway V35 is Amended to Delete			
MORGANTOWN, WV VORTAC ..... *4400—MOCA	INDIAN HEAD, PA VORTAC .....	*5000	
INDIAN HEAD, PA VORTAC ..... *4500—MOCA	JOHNSTOWN, PA VORTAC .....	*5000	
JOHNSTOWN, PA VORTAC .....	TYRONE, PA VORTAC .....	4500	
TYRONE, PA VORTAC .....	PHILIPSBURG, PA VORTAC .....	4500	
§ 95.6088 VOR Federal Airway V88 is Amended to Read in Part			
SPRINGFIELD, MO VORTAC .....	VICHY, MO VOR/DME .....	3100	
§ 95.6132 VOR Federal Airway V132 is Amended to Read in Part			
SPRINGFIELD, MO VORTAC .....	FORNEY, MO VOR .....	3100	
§ 95.6139 VOR Federal Airway V139 is Amended to Read in Part			
CAPE CHARLES, VA VORTAC .....  *7000—MRA **1600—MOCA *DUNFE, VA FIX ..... *7000—MRA **1600—MOCA	*DUNFE, VA FIX ..... NE BND ..... SSW BND .....  SNOW HILL, MD VORTAC .....	..... **4000 **2000  **4000	
§ 95.6170 VOR Federal Airway V170 is Amended to Read in Part			
DUPONT, DE VORTAC ..... *2000—GNSS MEA #DUPONT R-233 UNUSABLE BEYOND 22 NM.	ODESA, MD FIX .....	#*2000	
ODESA, MD FIX ..... *1500—MOCA *2000—GNSS MEA #UNUSABLE	SWANN, MD FIX .....	#*2500	
SWANN, MD FIX ..... *1700—MOCA #UNUSABLE	PALEO, MD FIX .....	#*2500	
§ 95.6214 VOR Federal Airway V214 is Amended to Read in Part			
SWANN, MD FIX ..... *1500—MOCA *2000—GNSS MEA #UNUSABLE	ODESA, MD FIX .....	#*2500	
ODESA, MD FIX ..... *2000—GNSS MEA #DUPONT R-233 UNUSABLE BEYOND 22NM	DUPONT, DE VORTAC .....	#*2000	
§ 95.6276 VOR Federal Airway V276 is Amended to Delete			
ERIE, PA VORTAC ..... FRANKLIN, PA VOR ..... *3200—MOCA	FRANKLIN, PA VOR ..... CLARION, PA VOR/DME .....	3600 *3700	
CLARION, PA VOR/DME .....	TYRONE, PA VORTAC .....	4600	
TYRONE, PA VORTAC .....	RASHE, PA FIX .....	4500	

From	To	MEA
<b>§ 95.6433 VOR Federal Airway V433 is Amended to Read in Part</b>		
NOTTINGHAM, MD VORTAC ..... *1700—MOCA #UNUSABLE	SWANN, MD FIX .....	#*2500
SWANN, MD FIX ..... *1500—MOCA *2000—GNSS MEA #UNUSABLE	ODESA, MD FIX .....	#*2500
ODESA, MD FIX ..... *2000—GNSS MEA #DUPONT R-233 UNUSABLE BEYOND 22NM	DUPONT, DE VORTAC .....	#*2000

<b>§ 95.6445 VOR Federal Airway V445 is Amended to Read in Part</b>		
SWANN, MD FIX ..... *1500—MOCA *2000—GNSS MEA #UNUSABLE	ODESA, MD FIX .....	#*2500
ODESA, MD FIX ..... *2000—GNSS MEA #DUPONT R-233 UNUSABLE BEYOND 22NM	DUPONT, DE VORTAC .....	#*2000

From	To	MEA	MAA
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**§ 95.7001 Jet Routes****§ 95.7042 Jet Route J42 is Amended to Read in Part**

TONIO, KY FIX .....	BECKLEY, WV VORTAC .....	18000	35000
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**§ 95.7045 Jet Route J45 is Amended to Read in Part**

ST LOUIS, MO VORTAC .....	KIRKSVILLE, MO VORTAC .....	18000	45000
KIRKSVILLE, MO VORTAC .....	DES MOINES, IA VORTAC .....	18000	45000
#DES MOINES R-141 UNUSABLE, USE KIRKSVILLE R-323			

**§ 95.7051 Jet Route J51 is Amended to Read in Part**

NOTTINGHAM, MD VORTAC ..... #UNUSABLE	PALEO, MD FIX .....	18000	29000
PALEO, MD FIX ..... #UNUSABLE	DUPONT, DE VORTAC .....	18000	29000

**§ 95.7151 Jet Route J151 is Amended to Read in Part**

ST LOUIS, MO VORTAC .....	KIRKSVILLE, MO VORTAC .....	18000	45000
KIRKSVILLE, MO VORTAC .....	OMAHA, IA VORTAC .....	18000	45000
OMAHA, IA VORTAC .....	O'NEILL, NE VORTAC .....	18000	45000

**§ 95.7233 Jet Route J233 is Amended to Read in Part**

ST LOUIS, MO VORTAC .....	KIRKSVILLE, MO VORTAC .....	18000	45000
KIRKSVILLE, MO VORTAC .....	WATERLOO, IA VORTAC .....	18000	45000

Airway segment		Changeover points	
From	To	Distance	From

**§ 95.8005 Jet Routes Changeover Points****J233 is Amended to Add Changeover Point**

KIRKSVILLE, MO VORTAC ..... KIRKSVILLE	WATERLOO, IA VORTAC .....	78	
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**J233 is Amended to Delete Changeover Point**

WATERLOO, IA VORTAC ..... WATERLOO	ST LOUIS, MO VORTAC .....	55	
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[FR Doc. 2014-15196 Filed 6-26-14; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF STATE

## 22 CFR Parts 121, 123, and 126

RIN 1400-AD46

[Public Notice: 8784]

**Amendment to the International Traffic in Arms Regulations: Third Rule Implementing Export Control Reform; Correction**

AGENCY: Department of State.

ACTION: Final rule, correction.

**SUMMARY:** The Department of State is correcting a final rule that appeared in the **Federal Register** of January 2, 2014 (79 FR 34). The final rule amended the International Traffic in Arms Regulations (ITAR) as part of the President's Export Control Reform (ECR) effort.

**DATES:** This rule is effective July 1, 2014.

**FOR FURTHER INFORMATION CONTACT:** Mr. C. Edward Peartree, Director, Office of Defense Trade Controls Policy, Department of State, telephone (202) 663-2792; email [DDTCResponseTeam@state.gov](mailto:DDTCResponseTeam@state.gov). ATTN: Regulatory Change, Corrections to Third ECR Final Rule.

**SUPPLEMENTARY INFORMATION:** The Department provides the following corrections to the rule, "Amendment to the International Traffic in Arms Regulations: Third Rule Implementing Export Control Reform," published on January 2, 2014, and effective on July 1, 2014 (79 FR 34). As part of the President's Export Control Reform (ECR) effort, the Department of State is amending the International Traffic in Arms Regulations (ITAR) to revise five more U.S. Munitions List (USML) categories and provide other changes.

The changes in this rule are meant to clarify the regulation by revising certain text and providing conforming updates to Supplement No. 1 to part 126, taking into account revisions made to the USML categories in the rule published on January 2, 2014. Additionally, supplement No. 1 to part 126 is amended by removing the note

pertaining to cluster munitions (previously, Note 16) because its presence created unnecessary confusion with respect to U.S. policy on cluster munitions.

Pursuant to ECR, the Department of Commerce has been publishing revisions to the Export Administration Regulations, including various revisions to the Commerce Control List (CCL). Revision of the USML and CCL are coordinated so there is uninterrupted regulatory coverage for items moving from the jurisdiction of the Department of State to that of the Department of Commerce. However, the Department of Commerce's companion to the rule corrected in this notice (see "Control of Military Training Equipment, Energetic Materials, Personal Protective Equipment, Shelters, Articles Related to Launch Vehicles, Missiles, Rockets, Military Explosives, and Related Items," 79 FR 264) is not being corrected in this edition of the **Federal Register**.

The following corrections are made to the rule, "Amendment to the International Traffic in Arms Regulations: Third Rule Implementing Export Control Reform," FR Doc. 2013-31323, published on January 2, 2014 (79 FR 34):

**PART 121 [CORRECTED]****§ 121.1 [Corrected]**

- 1. On page 40, in the first column, in Category IV, paragraph (b)(1), "(e.g., launch tables, TOW missile, MANPADS)" is removed.
- 2. On page 41, in the third column, in Category V, paragraph (a)(6), "(CAS 145250-81-3)" is placed after the close parenthesis.
- 3. On page 42, in the second column, in Category V, paragraph (a)(37), "70 and °degrees C" is removed and "343 K (70 °C) and 373 K (100 °C)" is added in its place.
- 4. On page 43, in the first column, in Category V, paragraph (e)(2), "BAMO (bis(azidomethyl))" is removed and "BAMO-3-3-(bis(azidomethyl))" is added in its place.
- 5. On page 44, in the first column, in Category V, paragraph (f)(19), "110445-33-5" is removed "68412-46-4" is added in its place. In paragraph (g)(1), "bis(chloromethyloxetane) (CAS

142173-26-0)" is removed and "(3,3-bis(chloromethyl)oxetane) (CAS 78-71-7) is added in its place. In the third column, in Category IX, paragraph (a)(2), a comma is placed after "subchapter," and "that reveal technical data or contain parts, components, accessories, or attachments controlled in this subchapter" is placed after the comma. "Note to paragraph (a)(2)" is removed.

- 6. On page 45, in the first column, in Category IX, paragraph (a)(11)(iii), the second sentence is removed. The following text is added after paragraph (a)(11): "Note to paragraph (a)(11): "Classified" means classified pursuant to Executive Order 13526, or predecessor order, and a security classification guide developed pursuant thereto or equivalent, or to the corresponding classification rules of another government or international organization." In the third column, in Category X, paragraph (d)(2), the quotation marks are removed from "specially designed."

**PART 123 [CORRECTED]****§ 123.20 [Corrected]**

- 7. On page 47, in the first column, in paragraph (a), "none of which are subject to the provisions of this subchapter" is removed and "which are not subject to this subchapter" is added in its place.

**PART 126 [CORRECTED]**

- 8. On page 47, in the second column, before the signature, add the following amendments:

**PART 126—GENERAL POLICIES AND PROVISIONS**

- 12. The authority citation for part 126 continues to read as follows:

**Authority:** Secs. 2, 38, 40, 42, and 71, Pub. L. 90-629, 90 Stat. 744 (22 U.S.C. 2752, 2778, 2780, 2791, and 2797); 22 U.S.C. 2651a; 22 U.S.C. 287c; E.O. 12918, 59 FR 28205; 3 CFR, 1994 Comp., p. 899; Sec. 1225, Pub. L. 108-375; Sec. 7089, Pub. L. 111-117; Pub. L. 111-266; Sections 7045 and 7046, Pub. L. 112-74; E.O. 13637, 78 FR 16129.

- 13. Supplement No. 1 to part 126 is revised to read as follows:

**SUPPLEMENT NO. 1\***

[\*An "X" in the chart indicates that the item is excluded from use under the exemption referenced in the top of the column. An item excluded in any one row is excluded regardless of whether other rows may contain a description that would include the item.]

USML Category	Exclusion	(CA) § 126.5	(AS) § 126.16	(UK) § 126.17
I-XXI .....	Classified defense articles and services. See Note 1 .....	X	X	X
I-XXI .....	Defense articles listed in the Missile Technology Control Regime (MTCR) Annex	X	X	X