

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 AD:

**2013-03-11 Airbus:** Amendment 39-17346. Docket No. FAA-2012-1002; Directorate Identifier 2012-NM-052-AD.

#### (a) Effective Date

This airworthiness directive (AD) becomes effective March 18, 2013.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category; all serial numbers, except those airplanes on which Airbus modification 08827 has been incorporated in production.

#### (d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

#### (e) Reason

This AD was prompted by reports of cracking through the honeycomb core closed with phenolic resin. This condition could result in extended debonding and could adversely affect the structural integrity of the rudder. We are issuing this AD to prevent extended de-bonding, which could result in loss of the rudder and consequent reduced controllability of the airplane.

#### (f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

#### (g) Inspection

Within 3 months after the effective date of this AD, inspect the rudder having part number (P/N) A55471500, to determine if the rudder has serial number (S/N) HF1010, HF1036, HF1059, HF1061, or HF1064. A review of airplane maintenance records is acceptable in lieu of this inspection if the serial number of the rudder can be conclusively determined from that review.

#### (h) Rudder Replacement

If, during the inspection required by paragraph (g) of this AD, any rudder having S/N HF1010, HF1036, HF1059, HF1061, or HF1064 is found, before further flight, replace the rudder with a new or serviceable rudder, using a method approved by either the Manager, International Branch, ANM-

116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

**Note 1 to Paragraph (h) of this AD:** Rudders having S/N HF1010, HF1036, HF1059, HF1061, and HF1064 were installed on airplanes having S/N 0295, 0297, 0321, 0355, and 0500; however, each rudder may have been moved to another airplane.

#### (i) Parts Installation Prohibition

As of the effective date of this AD, no person may install a rudder P/N A55471500, having S/N HF1010, HF1036, HF1059, HF1061, or HF1064, on any airplane.

#### (j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: [9-ANM-116-AMOC-REQUESTS@faa.gov](mailto:9-ANM-116-AMOC-REQUESTS@faa.gov). Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

#### (k) Related Information

Refer to MCAI EASA Airworthiness Directive 2012-0006, dated January 12, 2012, for related information.

#### (l) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 30, 2013.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2013-02895 Filed 2-8-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30886; Amdt. No. 505]

#### 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, March 7, 2013.

**FOR FURTHER INFORMATION CONTACT:** Rick 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 February 1, 2013.

**John M. Allen,**  
Deputy 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, March 7, 2013.

**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 AND CHANGEOVER POINTS**

[Amendment 505 effective date March 7, 2013]

FROM	TO	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3254 RNAV Route T254 is Amended to Read in Part</b>			
COLLEGE STATION, TX VORTAC .....	HIPPS, TX FIX .....	3000	15000
HIPPS, TX FIX .....	EAKES, TX FIX .....	3000	15000
FROM	TO	MEA	
<b>§ 95.6001 Victor Routes—U.S.</b>			
<b>§ 95.6010 VOR Federal Airway V10 is Amended to Read in Part</b>			
REVLOC, PA VOR/DME .....	JUNEY, PA FIX .....	*5000	
*5000—GNSS MEA			
JUNEY, PA FIX .....	LANCASTER, PA VORTAC .....	*5000	
*3600—MOCA			
<b>§ 95.6014 VOR Federal Airway V14 is Amended to Read in Part</b>			
OBRLN, OH FIX .....	DRYER, OH VOR/DME .....	*3500	
*2500—MOCA			
<b>§ 95.6018 VOR Federal Airway V18 is Amended to Read in Part</b>			
GUTHRIE, TX VORTAC .....	BEKLE, TX FIX.		
	NW BND .....	*6000	
	SE BND .....	*8000	
*3400—MOCA			
<b>§ 95.6043 VOR Federal Airway V43 is Amended to Read in Part</b>			
APPLETON, OH VORTAC .....	TIVERTON, OH VOR/DME .....	3000	
<b>§ 95.6055 VOR Federal Airway V55 is Amended to Read in Part</b>			
BRAINERD, MN VORTAC .....	PARK RAPIDS, MN VOR/DME .....	3400	
PARK RAPIDS, MN VOR/DME .....	BETRA, MN FIX .....	*4500	
*3200—MOCA			
*3600—GNSS MEA			
BETRA, MN FIX .....	GRAND FORKS, ND VOR/DME .....	*3300	
*2400—MOCA			
<b>§ 95.6087 VOR Federal Airway V87 is Amended to Read in Part</b>			
SCAGGS ISLAND, CA VORTAC .....	MAXWELL, CA VORTAC .....	5300	

FROM	TO	MEA
<b>§ 95.6101 VOR Federal Airway V101 is Amended to Read in Part</b>		
BURLEY, ID VOR/DME .....	REAPS, ID FIX. S BND .....	7000
	N BND .....	9500
REAPS, ID FIX .....	HAILEY, ID NDB/DME .....	*9500
*8900—MOCA		
HAILEY, ID NDB/DME .....	SOLDE, ID FIX. NE BND .....	9000
	SW BND .....	17000
<b>§ 95.6119 VOR Federal Airway V119 is Amended to Read in Part</b>		
ANTIO, OH FIX .....	INDIAN HEAD, PA VORTAC .....	5000
<b>§ 95.6120 VOR Federal Airway V120 is Amended to Read in Part</b>		
SPOKANE, WA VORTAC .....	KARPS, ID FIX .....	*9000
*7600—MOCA		
<b>§ 95.6151 VOR Federal Airway V151 is Amended to Read in Part</b>		
MONTPELIER, VT VOR/DME .....	*BURLINGTON, VT VOR/DME .....	6300
*5000—MCA BURLINGTON, VT VOR/DME, SE BND		
<b>§ 95.6155 VOR Federal Airway V155 is Amended to Read in Part</b>		
LAWRENCEVILLE, VA VORTAC .....	*MANGE, VA FIX .....	**4000
*5000—MRA		
**2000—GNSS MEA		
#LAWRENCEVILLE R-042 UNUSABLE USE RICHMOND R-223		
*MANGE, VA FIX .....	FLAT ROCK, VA VORTAC .....	**5000
*5000—MRA		
**1800—MOCA		
**2000—GNSS MEA		
<b>§ 95.6157 VOR Federal Airway V157 is Amended to Read in Part</b>		
KEY WEST, FL VORTAC .....	DVALL, FL FIX .....	*5000
*1400—MOCA		
*3000—GNSS MEA		
<b>§ 95.6200 VOR Federal Airway V200 is Amended to Read in Part</b>		
MENDOCINO, CA VORTAC .....	WILLIAMS, CA VORTAC .....	6200
<b>§ 95.6231 VOR Federal Airway V231 is Amended to Read in Part</b>		
*SKOTT, MT FIX .....	KALISPELL, MT VOR/DME. N BND .....	8600
	S BND .....	10000
*12000—MRA		
<b>§ 95.6301 VOR Federal Airway V301 is Amended to Read in Part</b>		
SANTA ROSA, CA VOR/DME .....	*KLOGE, CA FIX .....	5000
*6400—MCA KLOGE, CA FIX, NE BND		
<b>§ 95.6306 VOR Federal Airway V306 is Amended to Read in Part</b>		
DAISETTA, TX VORTAC .....	*KUUPR, TX FIX .....	2300
*2800—MRA		
*KUUPR, TX FIX .....	OFERS, LA FIX .....	2300
*2800—MRA		
<b>§ 95.6383 VOR Federal Airway V383 is Amended to Read in Part</b>		
ROSEWOOD, OH VORTAC .....	YOGGI, OH FIX .....	3100
YOGGI, OH FIX .....	*CHOOT, OH FIX .....	**6500
*6500—MRA		
**3100—MOCA		
*CHOOT, OH FIX .....	DETROIT, MI VOR/DME .....	3100
*6500—MRA		

FROM	TO	MEA
<b>§ 95.6430 VOR Federal Airway V430 is Amended to Read in Part</b>		
CUT BANK, MT VORTAC ..... WILLISTON, ND VORTAC ..... *3900—MOCA	HAVRE, MT VOR/DME ..... MINOT, ND VORTAC .....	6800 *5000
<b>§ 95.6435 VOR Federal Airway V435 is Amended to Read in Part</b>		
ROSEWOOD, OH VORTAC ..... *2700—MOCA OBRLN, OH FIX ..... *2500—MOCA	OBRLN, OH FIX ..... DRYER, OH VOR/DME .....	*6000 *3500
<b>§ 95.6444 VOR Federal Airway V444 is Amended to Read in Part</b>		
EMETT, ID FIX * ..... *7400—MCA BOISE, ID VORTAC, E BND BOISE, ID VORTAC .....	BOISE, ID VORTAC ..... AROWS, ID FIX. W BND ..... E BND ..... *DERSO, ID FIX .....	5600  8000 9000 **12500
AROWS, ID FIX ..... *15200—MCA DERSO, ID FIX, E BND **10000—MOCA DERSO, ID FIX ..... *10400—MOCA SOLDE, ID FIX .....	SOLDE, ID FIX .....	*17000
*15900—MCA KINZE, ID FIX, NW BND KINZE, ID FIX ..... *7000—MOCA	*KINZE, ID FIX. SE BND ..... NW BND ..... BURLEY, ID VOR/DME .....	8000 17000 *8000
<b>§ 95.6447 VOR Federal Airway V447 is Amended to Read in Part</b>		
MUDDI, VT FIX ..... *5500—MOCA RUCKY, VT FIX ..... *4000—MOCA	RUCKY, VT FIX ..... MONTPELIER, VT VOR/DME .....	*6000 *4500
<b>§ 95.6448 VOR Federal Airway V448 is Amended to Read in Part</b>		
SPOKANE, WA VORTAC ..... *7600—MOCA CLASS, ID FIX ..... *9900—MOCA *10000—GNSS MEA KILLY, MT FIX ..... *8600—MOCA *8600—GNSS MEA	CLASS, ID FIX ..... KILLY, MT FIX ..... KALISPELL, MT VOR/DME .....	*9000 *13000 *12000
<b>§ 95.6484 VOR Federal Airway V484 is Amended to Read in Part</b>		
HAILEY, ID NDB/DME .....	KINZE, ID FIX .....	9300
<b>§ 95.6489 VOR Federal Airway V489 is Amended to Read in Part</b>		
LEAFY, NY FIX .....	KEESE, NY FIX .....	5200
<b>§ 95.6500 VOR Federal Airway V500 is Amended to Read in Part</b>		
PARMO, ID FIX ..... *7400—MCA BOISE, ID VORTAC, E BND BOISE, ID VORTAC .....	*BOISE, ID VORTAC ..... AROWS, ID FIX. E BND ..... W BND ..... *DERSO, ID FIX .....	5000  9000 8000 **12500
AROWS, ID FIX ..... *15200—MCA DERSO, ID FIX, E BND **10000—MOCA DERSO, ID FIX ..... *10400—MOCA SOLDE, ID FIX .....	SOLDE, ID FIX .....	*17000
*14000—MCA REAPS, ID FIX, W BND	*REAPS, ID FIX. E BND ..... W BND .....	**14000 **17000

FROM		TO		MEA	
**8000—MOCA					
<b>§ 95.6523 VOR Federal Airway V523 is Amended to Read in Part</b>					
APPLETON, OH VORTAC .....		TIVERTON, OH VOR/DME .....		3000	
<b>§ 95.6525 VOR Federal Airway V525 is Amended to Read in Part</b>					
APPLETON, OH VORTAC .....		TIVERTON, OH VOR/DME .....		3000	
<b>§ 95.6573 VOR Federal Airway V573 is Amended to Read in Part</b>					
*ALEXX, OK FIX .....		ARDMORE, OK VORTAC .....		#	
*7000—MRA					
#UNUSABLE					
<b>§ 95.6629 VOR Federal Airway V629 IS ADDED TO READ</b>					
SHUSS, NV FIX .....		BOULDER CITY, NV VORTAC .....		7600	
FROM		TO		MEA	
				MAA	
<b>§ 95.7001 JET ROUTES</b>					
<b>§ 95.7002 JET ROUTE J2 is Amended to Read in Part</b>					
TUCSON, AZ VORTAC .....		EL PASO, TX VORTAC .....		#25000	
#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.				45000	
<b>§ 95.7079 JET ROUTE J79 is Amended to Read in Part</b>					
KEY WEST, FL VORTAC .....		DOLPHIN, FL VORTAC .....		18000	
				45000	
AIRWAY SEGMENT				CHANGEOVER PONTS	
FROM		TO		DISTANCE	FROM
<b>§ 95.8003 VOR Federal Airway Changeover Points is Amended to Delete Changeover Point</b>					
INDIAN HEAD, PA VORTAC .....		PARKERSBURG, WV VORTAC .....		60	
				INDIAN HEAD.	
<b>V200 is Amended to Delete Changeover Point</b>					
MENDOCINO, CA VORTAC .....		WILLIAMS, CA VORTAC .....		22	
				MENDOCINO.	
<b>V444 is Amended to Modify Changeover Point</b>					
BOISE, ID VORTAC .....		POCATELLO, ID VOR/DME .....		66	
				BOISE.	
<b>V55 is Amended to Add Changeover Point</b>					
BRAINERD, MN VORTAC .....		PARK RAPIDS, MN VOR/DME .....		6	
PARK RAPIDS, MN VOR/DME .....		GRAND FORKS, ND VOR/DME .....		64	
				BRAINERD. PARK RAPIDS.	

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[Docket No. USCG-2013-0042]

**Drawbridge Operation Regulation; Cape Fear River, Wilmington, NC**

AGENCY: Coast Guard, DHS.

**ACTION:** Notice of deviation from drawbridge regulation.

**SUMMARY:** The U.S. Coast Guard has issued a temporary deviation from the operating schedule that governs the operation of the Cape Fear River Memorial Bridge, across the Cape Fear River, mile 26.8, at Wilmington, NC. The deviation is necessary to restrict the operation of the draw span to facilitate the bi-annual trunnion inspection.

**DATES:** This temporary deviation is effective from 7 a.m. on March 11, 2013, until 7 p.m. on March 14, 2013.

**ADDRESSES:** The docket for this notice, USCG-2013-0042, is available on line at <http://www.regulations.gov> by typing

the docket number in the “SEARCH” box and clicking “SEARCH.” Next, click on Open Docket Folder on the line associated with this notice. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 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 deviation, call or email Mrs. Kashanda Booker, Bridge Management Specialist, Fifth Coast Guard District, telephone