

## The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type-certification basis for Boeing Model 757–200 airplanes modified by AAR Engineering Services:

1. Compliance with 14 CFR part 25, Appendix F, parts IV and V, heat release and smoke emission, is required for seats that incorporate large, non-traditional, non-metallic panels that may either be a single component or multiple components in a concentrated area in their design.

2. The applicant may designate up to and including 1.5 square feet of non-traditional, non-metallic panel material per seat place that does not have to comply with No. 1. A triple seat assembly may have a total of 4.5 square feet excluded on any portion of the assembly (e.g., outboard seat place 1 sq. ft., middle 1 sq. ft., and inboard 2.5 sq. ft.).

3. Seats need not meet the test requirements of part 25 Appendix F, parts IV and V when installed in compartments that are not otherwise required to meet these requirements. Examples include:

a. Airplanes with passenger capacities of 19 or fewer.

b. Airplanes that do not have smoke emission and heat release in their certification basis and do not need to comply with the requirements of 14 CFR 121.312.

c. Airplanes exempted from heat-release and smoke-emission requirements.

4. Only airplanes associated with new-seat certification programs approved after the effective date of these special conditions will be affected by the requirements in these special conditions. Previously certificated interiors on the existing airplane fleet and follow-on deliveries of airplanes with previously certificated interiors are not affected.

Issued in Renton, Washington, on November 13, 2014.

**Jeffrey E. Duven,**

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

[FR Doc. 2014–29029 Filed 12–10–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30994; Amdt. No. 517]

#### 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, January 8, 2015.

#### 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 December 5, 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, January 8, 2015.

■ 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 517 effective date January 8, 2015]

From	To	MEA
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6015 VOR Federal Airway V15 Is Amended To Read in Part</b>		
SATTY, TX FIX .....	WACO, TX VORTAC .....	2400
<b>§ 95.6029 VOR Federal Airway V29 Is Amended To Read in Part</b>		
SMYRNA, DE VORTAC .....	DUPONT, DE VORTAC .....	#1800
#DUPONT R-181 UNUSABLE BELOW 10000 USE SMYRNA R-360		
<b>§ 95.6104 VOR Federal Airway V104 Is Amended To Delete</b>		
U.S. CANADIAN BORDER .....	*MASSENA, NY VORTAC .....	*2100
*1600—MOCA MASSENA, NY VORTAC .....	MALAE, NY FIX .....	#*3500
*2700—MOCA #GNSS MEA ONLY MASSENA R-119 UNUSABLE. GNSS REQUIRED		
MALAE, NY FIX .....	*PLATTSBURGH, NY VORTAC .....	**7000
*4600—MCA PLATTSBURGH, NY VORTAC, NW BND **6100—MOCA **6100—GNSS MEA		
PLATTSBURGH, NY VORTAC .....	*BURLINGTON, VT VOR/DME .....	2600
<b>§ 95.6166 VOR Federal Airway V166 Is Amended To Read in Part</b>		
BRIEF, NJ FIX .....	SEA ISLE, NJ VORTAC .....	3000
<b>§ 95.6210 VOR Federal Airway V210 Is Amended To Read in Part</b>		
WILL ROGERS, OK VORTAC .....	MINGG, OK FIX .....	*4000
*3100—MOCA MINGG, OK FIX .....	OKMULGEE, OK VOR/DME .....	*4000
*2600—MOCA		
<b>§ 95.6267 VOR Federal Airway V267 Is Amended To Read in Part</b>		
FORMS, NC FIX .....	*KNITS, TN FIX .....	7500
*6200—MCA KNITS, TN FIX, S BND		
<b>§ 95.6272 VOR Federal Airway V272 Is Amended To Read in Part</b>		
*BRISC, TX FIX .....	SAYRE, OK VORTAC .....	**5500
*7000—MRA **4500—MOCA		
SERTS, OK FIX .....	LIONS, OK FIX .....	*4500
*3100—MOCA *3700—GNSS MEA		
WILL ROGERS, OK VORTAC .....	MINGG, OK FIX .....	*4000
*3100—MOCA HOLLE, OK FIX .....	MC ALESTER, OK VORTAC .....	3000
<b>§ 95.6402 VOR Federal Airway V402 Is Amended To Read in Part</b>		
*BRISC, TX FIX .....	MITBEE, OK VORTAC .....	**5500
*7000—MRA **4500—MOCA		
<b>§ 95.6440 VOR Federal Airway V440 Is Amended To Read in Part</b>		
*BRISC, TX FIX .....	SAYRE, OK VORTAC .....	**5500
*7000—MRA **4500—MOCA		
<b>§ 95.6491 VOR Federal Airway V491 Is Amended To Read in Part</b>		
RAPID CITY, SD VORTAC .....	BFFLO, SD FIX .....	5000
BFFLO, SD FIX .....	HAYNI, ND FIX .....	*9000
*5000—MOCA		

## REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 517 effective date January 8, 2015]

From	To	MEA
HAYNI, ND FIX ..... *4500—MOCA	DICKINSON, ND VORTAC .....	*5000

## § 95.6605 VOR Federal Airway V605 Is Amended To Read in Part

SPARTANBURG, SC VORTAC ..... *15000—MRA **4600—MOCA **5000—GNSS MEA	*GENOD, NC FIX .....	**15000
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Airway Segment		Changeover	
From	To	Distance	From

## § 95.8003 VOR Federal Airway Changeover Points

## V166 Is Amended To Add Changeover Point

WOODSTOWN, NJ VORTAC ..... WOODSTOWN	SEA ISLE, NJ VORTAC .....	28	
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## V272 Is Amended To Add Changeover Point

SAYRE, OK VORTAC .....	WILL ROGERS, OK VORTAC .....	40	SAYRE
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[FR Doc. 2014–29074 Filed 12–10–14; 8:45 am]

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## DEPARTMENT OF HOMELAND SECURITY

## Coast Guard

## 33 CFR Part 117

[Docket No. USCG–2014–1007]

Drawbridge Operation Regulation;  
Arkansas River, Pine Bluff, AR

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from  
drawbridge regulation.

**SUMMARY:** The Coast Guard has issued a temporary deviation from the operating schedule that governs the Rob Roy Railroad Drawbridge across the Arkansas River, mile 64.7, at Pine Bluff, Arkansas. The deviation is necessary to allow the bridge owner to install a new generator and motor that are essential to the continued safe operation of the drawbridge. This deviation allows the bridge to remain in the closed-to-navigation position and not open to vessel traffic.

**DATES:** This deviation is effective without actual notice from December 11, 2014 through January 21, 2015. For the purposes of enforcement, actual notice will be used from November 24, 2014, until December 11, 2014.

**ADDRESSES:** The docket for this deviation, [USCG–2014–1007] is

available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. 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 Eric A. Washburn, Bridge Administrator, Western Rivers, Coast Guard; telephone 314–269–2378, email [Eric.Washburn@uscg.mil](mailto:Eric.Washburn@uscg.mil). If you have questions on viewing the docket, call Cheryl F. Collins, Program Manager, Docket Operations, telephone 202–366–9826.

**SUPPLEMENTARY INFORMATION:** The Canadian Pacific Railroad requested a temporary deviation for the Rob Roy Railroad Drawbridge, across the Arkansas River, mile 64.7, at Pine Bluff, Arkansas to remain in the closed-to-navigation position during specific dates and times occurring between November 24, 2014 and January 21, 2015. The scheduled closures during this temporary deviation are as follows: November 24th, 2014 from 8 a.m. to 4 p.m., one 8-hour closure; December 15–23, 2014, 2 two-hour closures each day;

December 30, 2014 to January 5, 2015, 2 two-hour closures each day; From 7 a.m., January 6 to 7 a.m., January 8, 2015; one 48-hour closure; January 8–12, 2015, 2 two-hour daily closures each day; and January 13–21, 2015, 2 two-hour closures each day.

These closures are necessary to install a new generator and motor. The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessels can arrange their transits to minimize any impact caused by the temporary deviation.

The Rob Roy Railroad Drawbridge currently operates in accordance with 33 CFR 117.5, which states the general requirement that drawbridge shall open promptly and fully for the passage of vessels when a request to open is given in accordance with the subpart.

There are no alternate routes for vessels transiting this section of the Arkansas River.

The Rob Roy Railroad Drawbridge, in the closed-to-navigation position, provides a vertical clearance of 17.6 feet above normal pool. Navigation on the waterway consists primarily of commercial tows and recreational watercraft and will not be significantly impacted. This temporary deviation has been coordinated with waterway users. No objections were received.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the