

(Lat. 35°12'03" N., long. 90°03'14" W.)  
Elvis NDB  
(Lat. 35°03'41" N., long. 90°04'18" W.)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Memphis International Airport, and within 4 miles north and 8 miles south of the 271° bearing from the Elvis NDB extending from the 8-mile radius to 16 miles west of the Elvis NDB, and within a 7.5-mile radius of Olive Branch Airport, Olive Branch, MS, and within 4 miles west and 8 miles east of the 017° bearing and 4 miles west and 8 miles east of the 170° bearing from Olive Branch Airport extending from the 7.5-mile radius to 16 miles northeast and south of the airport, and within a 6.4-mile radius of General DeWitt Spain Airport; excluding that airspace within the Millington, TN, Class E airspace area.

Issued in College Park, Georgia, on June 27, 2012.

**Barry A. Knight,**

*Acting Manager, Operations Support Group,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. 2012-16672 Filed 7-9-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2012-0286; Airspace  
Docket No. 11-AWP-22]

**RIN 2120-AA66**

#### Establishment of Area Navigation (RNAV) Routes; Southwestern United States

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the Federal Register on June 14, 2012, that establishes two RNAV routes in the southwest United States. This action corrects the latitude/longitude coordinates for the NOCHI waypoint (WP) as appears in the description of RNAV route T-310.

**DATES:** Effective date 0901 UTC, July 26, 2012. 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, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

### Background

On June 14, 2012, the FAA published a final rule in the **Federal Register** establishing two RNAV routes, T-306 and T-310, in the southwestern United States (77 FR 35618). Subsequent to publication, an error was found in the latitude/longitude coordinates for the NOCHI waypoint (WP) in the description of T-310. The NOCHI WP also appears in the description of T-306, but the coordinates are correct in that description.

Area Navigation Routes are published in paragraph 6011 of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be published subsequently in the Order.

### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the coordinates for the NOCHI waypoint as published in the **Federal Register** on June 14, 2012 (77 FR 35618) (FR Doc. 2012-14406) for RNAV route T-310, is corrected under the description as follows:

#### Paragraph 6011—United States Area Navigation Routes

\* \* \* \* \*

#### T-310 [Corrected]

■ On page 35619, line 23, remove “NOCHI, AZ WP (lat. 31°59'58" N., long. 108°30'51" W.)” and insert “NOCHI, AZ WP (Lat. 32°02'00" N., long. 109°45'30" W.)”

Issued in Washington, DC, on June 26, 2012.

**Gary A. Norek,**

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

[FR Doc. 2012-16696 Filed 7-9-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2012-0129; Airspace  
Docket No. 12-AWA-3]

**RIN 2120-AA66**

#### Revocation and Modification of Multiple Domestic, Alaskan, and Hawaiian Compulsory Reporting Points

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action removes eighteen Domestic and Alaskan compulsory reporting points defined by navigation aids previously decommissioned, removed, or shutdown and taken out of the FAA aeronautical database as compulsory reporting points. Additionally, this action also requires changes to the name of four navigation aids that define associated compulsory reporting points. The FAA is removing the outdated Part 71 compulsory reporting points since they are no longer valid, and amending those Part 71 compulsory reporting points that require name changes, to be consistent with the FAA's aeronautical database.

**DATES:** Effective date 0901 UTC July 10, 2012. 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:** Colby Abbott, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

### History

After a recent review of aeronautical data, the National Flight Data Center (NFDC) identified eighteen compulsory reporting points, defined by navigation aids, listed in FAA Order (FAAO) 7400.9, Airspace Designations and Reporting Points that are no longer valid and are not contained in the FAA's aeronautical database as reporting points. The reporting points included five Domestic Reporting Points, ten Alaskan Low Altitude Reporting Points, and three Alaskan High Altitude Reporting Points. Additionally, NFDC identified four other reporting points that require updates to match the current navigation aid name that defines the reporting point, as reflected in the aeronautical database. These include two Alaskan Low Altitude Reporting Points, one Alaskan High Altitude Reporting Point, and one Hawaiian Reporting Point.

No regulatory actions were taken when the navigation aids, which define these compulsory reporting points, were removed or renamed in the FAA aeronautical database. To overcome confusion and remove flight safety issues associated with publishing outdated compulsory reporting point information, the FAA is removing