

Issued in Washington, DC, on December 2, 1997.

Reginald C. Matthews,

*Acting Program Director for Air Traffic
Airspace Management.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29079; Amdt. No. 405]

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.

EFFECTIVE DATE: 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT:
Paul J. Best, Flight Procedures
Standards Branch (AFS-420), Technical
Programs Division, Flight Standards
Service, Federal Aviation
Administration, 800 Independence

Avenue, SW., Washington, DC 20591;
telephone: (202) 267-8277.

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. 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 October 10, 1997.

Thomas E. Stuckey,

Acting 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, November 6, 1997.

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 MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 405 Effective Date, November 6, 1997]

From	To	MEA
§ 95.1001 Direct Routes-U.S.		
§ 95.6009 VOR Federal Airway 9 is Amended to Read in Part		
Sidon, MS VORTAC	Marvell, AR VOR/DME	2100
Marvell, AR VOR/DME	Gilmore, AR VOR/DME	1900
§ 95.6016 VOR Federal Airway 16 is Amended to Read in Part		
Pine Bluff, AR VOR/DME	Marvell, AR VOR/DME	1900
Marvell, AR VOR/DME	Holly Springs, MS VORTAC	2200
§ 95.6054 VOR Federal Airway 54 is Amended to Read in Part		
Little Rock, AR VORTAC	Marvell, AR VOR/DME	1900
Marvell, AR VOR/DME	Holly Springs, MS VORTAC	2200
§ 95.6116 VOR Federal Airway 116 is Amended to Read in Part		
Macon, MO VOR/DME	Quincy, IL VORTAC	* 2700

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 405 Effective Date, November 6, 1997]

From		To		MEA	
* 2100—MOCA					
§ 95.6148 VOR Federal Airway 148 Is Amended to Read in Part					
Mayer, MN FIX * 2400—MOCA		Gopher, MN VORTAC		* 3000	
§ 95.6397 VOR Federal Airway 397 Is Amended to Read in Part					
Greenville, MS VOR/DME		Marvell, AR VOR/DME		1900	
Is Amended to Delete					
Kocha, MS FIX * 1800—MOCA		Walet, MS FIX		* 5000	
Walet, MS FIX * 2000—MOCA		Holly Springs, MS VORTAC		* 2500	
§ 95.6436 VOR Federal Airway 436 Is Amended to Read in Part					
Barns, OK FIX * 2400—MOCA		Sappa, OK FIX		* 4000	
§ 95.6453 VOR Federal Airway 453 Is Amended to Read in Part					
King Salmon, AK VORTAC		Dillingham, AK VOR/DME		2100	
§ 95.6509 VOR Federal Airway 509 Is Amended to Read in Part					
St. Petersburg, FL VORTAC * 5000—MRA ** 2600—MOCA		* Crowd, FL FIX		** 5000	
From		To		MEA	MAA
§ 95.7010 Jet Route No. 10 Is Amended to Read in Part					
Twentynine Palms, CA VORTAC		Hippi, AZ FIX		20000	45000
Hippi, AZ FIX		Drake, AZ VORTAC		18000	45000
§ 95.7074 Jet Route No. 74 Is Amended to Read in Part					
Parker, CA VORTAC		Nabob, AZ FIX		21000	45000
Nabob, AZ FIX		St. Johns, AZ VORTAC		18000	45000
§ 95.7086 Jet Route No. 86 Is Amended to Read in Part					
Winslow, AZ VORTAC		El Paso, TX VORTAC		* 27000	45000
* MEA is established with a gap in navigation signal coverage.					
§ 95.7231 Jet Route No. 231 Is Amended by Adding					
Twentynine Palms, CA VORTAC		Hippi, AZ FIX		20000	45000
Hippi, AZ FIX		Drake, AZ VORTAC		18000	45000
Drake, AZ VORTAC		St. Johns, AZ VORTAC		18000	45000
From		To		Changeover points	
				Distance	From
§ 95.8003 VOR Federal Airways Changeover Points V-16 Is Amended to Delete					
Pine Bluff, AR VOR/DME		Holly Springs, MS VORTAC		35	Pine Bluff.
V-186 is Amended to Read in Part					
Van Nuys, CA VOR/DME		Paradise, CA VORTAC		39	Van Nuys.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 29078; Amdt. No. 404]

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.

EFFECTIVE DATE: 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8277.

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. 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 August 14, 1997.

Thomas E. Stuckey,

Acting 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, September 11, 1997.

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 MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 404 Effective Date, September 11, 1997]

From	TO	MEA
§ 95.1001 Direct Routes—U.S.		
Bahama Routes—58V—Is Amended to Read in Part		
*Melon, BF FIX	Hankx, BF FIX	**2000
*8000—MRA		
**1200—MOCA		
Hankx, BF FIX	Barts, BF FIX	*4000
*1200—MOCA		
§ 95.6001 VOR Federal Airway 1 Is Amended to Read in Part		
Norfolk, VA VORTAC	Cape Charles, VA VORTAC	*2500
*1800—MOCA		
§ 95.6002 VOR Federal Airway 2 Is Amended to Read in Part		
Madison, WI VORTAC	*Waits, WI FIX	2800
*4000—MRA		
Waits, WI FIX	Badger, WI VORTAC	2800
§ 95.6012 VOR Federal Airway 12 Is Amended to Read in Part		
Gage, OK VORTAC	Caron, OK FIX	**5000