



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No.30913; Amdt. No. 508]

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 0901 UTC, August 22, 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, D.C. on July 19, 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, August 22, 2013.

1. The authority citation for part 95 continues to read
2. 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 508  
EFFECTIVE DATE August 22, 2013**

**§95.3000 LOW ALTITUDE RNAV ROUTES**

**§95.3291 RNAV ROUTE T291**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS ADDED TO READ</b> LOUIE, MD FIX *1800 - MOCA BAABS, MD WP *3000 - MOCA	BAABS, MD WP  HARRISBURG, PA VORTAC	*5000  *5000	11000  11000

**§95.3295 RNAV ROUTE T295**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS ADDED TO READ</b> LOUIE, MD FIX *1800 - MOCA BAABS, MD WP *2400 - MOCA	BAABS, MD WP  LANCASTER, PA VORTAC	*5000  *5000	11000  11000

**§95.4000 HIGH ALTITUDE RNAV ROUTES**

**§95.4035 RNAV ROUTE Q35**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> NEERO, NV WP *18000 - GNSS MEA *DME/DME/IRU MEA KOATA, OR WP *18000 - GNSS MEA *DME/DME/IRU MEA	KOATA, OR WP  KIMBERLY, OR VORTAC	*29000  *29000	45000  45000

**§95.4068 RNAV ROUTE Q68**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS ADDED TO READ</b> CHARLESTON, WV VORTAC *18000 - GNSS MEA *DME/DME/IRU MEA TOMCA, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA RONZZ, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA HHOLZ, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA HAMME, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA CAPOE, VA WP *18000 - GNSS MEA *DME/DME/IRU MEA	TOMCA, WV WP  RONZZ, WV WP  HHOLZ, WV WP  HAMME, WV WP  CAPOE, VA WP  OTTTO, VA WP	*18000  *18000  *18000  *18000  *18000  *18000	45000  45000  45000  45000  45000  45000

**§95.4072 RNAV ROUTE Q72**

FROM	TO	MEA	MAA
<b>IS ADDED TO READ</b> HACKS, WV FIX *18000 - GNSS MEA *DME/DME/IRU MEA	GEQUE, WV WP	*18000	45000
GEQUE, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	BENSH, WV WP	*18000	45000
BENSH, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	RAMAY, VA WP	*18000	45000

**§95.4080 RNAV ROUTE Q80**

FROM	TO	MEA	MAA
<b>IS ADDED TO READ</b> FAREV, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	JEDER, KY WP	*18000	18000
JEDER, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	ENGRA, KY WP	*18000	45000
ENGRA, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	DEWAK, KY WP	*18000	45000
DEWAK, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	CEGMA, KY WP	*18000	45000
CEGMA, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	JONEN, KY WP	*18000	45000
JONEN, KY WP *18000 - GNSS MEA *DME/DME/IRU MEA	BULVE, WV WP	*18000	45000
BULVE, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	WISTA, WV WP	*18000	45000
WISTA, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	LEVII, WV WP	*18000	45000
LEVII, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	RONZZ, WV WP	*18000	45000
RONZZ, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	HHOLZ, WV WP	*18000	45000
HHOLZ, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	HAMME, WV WP	*18000	45000
HAMME, WV WP *18000 - GNSS MEA *DME/DME/IRU MEA	CAPOE, VA WP	*18000	45000
CAPOE, VA WP *18000 - GNSS MEA *DME/DME/IRU MEA	OTTTO, VA WP	*18000	45000

**§95.6001 VICTOR ROUTES-U.S**

**§95.6009 VOR FEDERAL AIRWAY V9**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
MC COMB, MS VORTAC *4000 - MRA	*ROMAR, MS FIX	2300
*ROMAR, MS FIX *4000 - MRA	MAGNOLIA, MS VORTAC	2300
MAGNOLIA, MS VORTAC	SIDON, MS VORTAC	2000

**§95.6011 VOR FEDERAL AIRWAY V11**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
GREENE COUNTY, MS VORTAC *1900 - MOCA *3000 - GNSS MEA	MIZZE, MS FIX	*4000
MIZZE, MS FIX *2400 - MOCA	MAGNOLIA, MS VORTAC	*3000
MAGNOLIA, MS VORTAC	SIDON, MS VORTAC	2000

**§95.6012 VOR FEDERAL AIRWAY V12**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
HARRISBURG, PA VORTAC	KUPPS, PA FIX	3100
KUPPS, PA FIX #UNUSABLE	BOYER, PA FIX	#000
BOYER, PA FIX *2400 - MOCA	POTTSTOWN, PA VORTAC	*3000

**§95.6014 VOR FEDERAL AIRWAY V14**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*FLATT, TX FIX *8000 - MRA	SHALO, TX FIX	5200

**§95.6018 VOR FEDERAL AIRWAY V18**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
MONROE, LA VORTAC	MAGNOLIA, MS VORTAC	2000
MAGNOLIA, MS VORTAC	MERIDIAN, MS VORTAC	2500

**§95.6062 VOR FEDERAL AIRWAY V62**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
FLECK, TX FIX *3500 - MOCA	GEENI, TX FIX	*4000

**§95.6071 VOR FEDERAL AIRWAY V71**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*WRACK, LA FIX *4000 - MRA **2200 - MOCA **2200 - GNSS MEA	NATCHEZ, MS VOR/DME	**3500

**§95.6074 VOR FEDERAL AIRWAY V74**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
GREENVILLE, MS VOR/DME	MAGNOLIA, MS VORTAC	2000

**§95.6083 VOR FEDERAL AIRWAY V83**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
GOSIP, CO FIX	PUEBLO, CO VORTAC	8700

**§95.6121 VOR FEDERAL AIRWAY V121**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
DOSEE, OR FIX	*VIDAS, OR FIX	
	NE BND	8000
	SW BND	6000
*9300 - MCA VIDAS, OR FIX , NE BND		
VIDAS, OR FIX	*WHIFF, OR FIX	
	NE BND	**13000
	SW BND	**9000
*12000 - MCA WHIFF, OR FIX , NE BND **7500 - MOCA **8000 - GNSS MEA		
WHIFF, OR FIX *12300 - MOCA	SNOKY, OR FIX	*13000

**§95.6198 VOR FEDERAL AIRWAY V198**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
JUNCTION, TX VORTAC	SAN ANTONIO, TX VORTAC	4100

**§95.6245 VOR FEDERAL AIRWAY V245**

FROM	TO	MEA
<b>IS AMENDED TO READ IN PART</b>		
NATCHEZ, MS VOR/DME	MAGNOLIA, MS VORTAC	3500
MAGNOLIA, MS VORTAC	BIGBEE, MS VORTAC	*5000
*2000 - MOCA		MAA - 17500
*3000 - GNSS MEA		

**§95.6417 VOR FEDERAL AIRWAY V417**

FROM	TO	MEA
<b>IS AMENDED TO DELETE</b>		
MONROE, LA VORTAC	*BOLTS, MS FIX	**5000
*3400 - MRA		
**1900 - MOCA		
BOLTS, MS FIX	JACKSON, MS VORTAC	2000
JACKSON, MS VORTAC	*FANEN, MS FIX	**3000
*3300 - MRA		
**2000 - MOCA		
FANEN, MS FIX	MERIDIAN, MS VORTAC	3000

**§95.6427 VOR FEDERAL AIRWAY V427**

FROM	TO	MEA
<b>IS AMENDED TO DELETE</b>		
MONROE, LA VORTAC	*PECKS, MS FIX	**5000
*2800 - MRA		
**1900 - MOCA		
**2000 - GNSS MEA		
PECKS, MS FIX	JACKSON, MS VORTAC	#2000
#JACKSON R-281 UNUSABLE BEYOND 40 NM		

**§95.6500 VOR FEDERAL AIRWAY V500**

FROM	TO	MEA
<b>IS AMENDED TO READ IN PART</b>		
GLARA, OR FIX	HARZL, OR FIX	*7200
	W BND	*10000
	E BND	
*6700 - MOCA		
*7000 - GNSS MEA		

**§95.6537 VOR FEDERAL AIRWAY V537**

FROM	TO	MEA
<b>IS AMENDED TO DELETE</b>		
GREENVILLE, FL VORTAC	MOULTRIE, GA VOR/DME	*5000
*1600 - MOCA		
*2000 - GNSS MEA		
MOULTRIE, GA VOR/DME	MACON, GA VORTAC	*3000
*2400 - MOCA		

**§95.6555 VOR FEDERAL AIRWAY V555**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO DELETE</b>		
MC COMB, MS VORTAC *3400 - MRA BANDO, MS FIX JACKSON, MS VORTAC *3500 - MRA VAHNS, MS FIX	*BANDO, MS FIX  JACKSON, MS VORTAC *VAHNS, MS FIX  SIDON, MS VORTAC	2100  2000 2000  2000

**§95.6557 VOR FEDERAL AIRWAY V557**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO DELETE</b>		
MC COMB, MS VORTAC *4200 - MRA  *BYRAM, MS FIX *4200 - MRA  JACKSON, MS VORTAC	*BYRAM, MS FIX  JACKSON, MS VORTAC  SIDON, MS VORTAC	2900  2900  2000

**§95.6611 VOR FEDERAL AIRWAY V611**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
GOSIP, CO FIX  *LIMEX, CO FIX *10000 - MRA	PUEBLO, CO VORTAC  GILL, CO VOR/DME	8700  7900

**§95.6440 ALASKA VOR FEDERAL AIRWAY V440**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
CENTA, AK FIX *2000 - MOCA #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	SALIS, AK FIX	#*9000

**§95.7001 JET ROUTES**

**§95.7004 JET ROUTE J4**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b>			
BELCHER, LA VORTAC MAGNOLIA, MS VORTAC	MAGNOLIA, MS VORTAC MERIDIAN, MS VORTAC	18000 18000	45000 45000

**§95.7020 JET ROUTE J20**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b>			
BELCHER, LA VORTAC MAGNOLIA, MS VORTAC	MAGNOLIA, MS VORTAC MERIDIAN, MS VORTAC	18000 18000	45000 45000

**§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINT**

**AIRWAY SEGMENT**

**CHANGEOVER POINTS**

<b>FROM</b>	<b>TO</b>	<b>DISTANCE</b>	<b>FROM</b>
<b>IS AMENDED TO DELETE CHANGEOVER POINT</b>			
	<b>V198</b>		
JUNCTION, TX VORTAC	SAN ANTONIO, TX VORTAC	51	JUNCTION
<b>IS AMENDED TO ADD CHANGEOVER POINT</b>			
	<b>ALASKA V440</b>		
YAKUTAT, AK VOR/DME	BIORKA ISLAND, AK VORTAC	108	YAKUTAT
BIORKA ISLAND, AK VORTAC	SANDSPIT, CA VOR/DME	134	BIORKA ISLAND

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