



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31165; Amdt. No. 536]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This document 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, December 7, 2017.

FOR FURTHER INFORMATION CONTACT: Thomas J Nichols, 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 **November 02, 2017**.

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, **December 07, 2017**.

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 & CHANGEOVER POINT
 AMENDMENT 536
 EFFECTIVE DATE December 07, 2017**

§95.6001 VICTOR ROUTES-U.S

§95.6004 VOR FEDERAL AIRWAY V4

FROM	TO	MEA
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IS AMENDED TO READ IN PART

HILL CITY, KS VORTAC *4500 - MRA **4100 - MOCA	*WESAL, KS FIX	**5500
*WESAL, KS FIX	SALINA, KS VORTAC E BND W BND	**4000 **4500
*4500 - MRA **2900 - MOCA		

§95.6016 VOR FEDERAL AIRWAY V16

FROM TO MEA

IS AMENDED TO READ IN PART

CEDAR LAKE, NJ VOR/DME COYLE, NJ VORTAC 1900

§95.6074 VOR FEDERAL AIRWAY V74

FROM TO MEA

IS AMENDED TO READ IN PART

DODGE CITY, KS VORTAC *SAFER, KS FIX 4300
*4500 - MRA

*SAFER, KS FIX ANTHONY, KS VORTAC
NW BND 4300
SE BND 3600

*4500 - MRA

§95.6107 VOR FEDERAL AIRWAY V107

FROM TO MEA

IS AMENDED TO READ IN PART

MISON, CA FIX OAKLAND, CA VOR/DME
SE BND 7000
NW BND 4500

§95.6230 VOR FEDERAL AIRWAY V230

FROM TO MEA

IS AMENDED TO READ IN PART

CLOVIS, CA VORTAC *FRIANT, CA VORTAC 5000

*10400 - MCA FRIANT, CA VORTAC , NE BND

*FRIANT, CA VORTAC CAINS, CA FIX
NE BND 14300

SW BND 11000

NIKOL, CA FIX MINA, NV VORTAC
NE BND 11000

SW BND 13000

§95.6234 VOR FEDERAL AIRWAY V234

FROM TO MEA

IS AMENDED TO READ IN PART

BYWAY, KS FIX GABIE, KS FIX *4500

*3800 - MOCA

§95.6244 VOR FEDERAL AIRWAY V244

FROM TO MEA

IS AMENDED TO READ IN PART

HAYS, KS VORTAC *GLIDE, KS FIX 3900

*4500 - MRA

*GLIDE, KS FIX SALINA, KS VORTAC **3900

*4500 - MRA

**3200 - MOCA

§95.6280 VOR FEDERAL AIRWAY V280

FROM TO MEA

IS AMENDED TO READ IN PART

MITBEE, OK VORTAC *CARKO, KS FIX 4000

*5000 - MCA CARKO, KS FIX , NE BND

§95.6502 VOR FEDERAL AIRWAY V502

FROM TO MEA

IS AMENDED TO READ IN PART

DODGE CITY, KS VORTAC *DISKS, KS FIX **4500

*5000 - MCA DISKS, KS FIX , E BND

**4000 - MOCA

§95.6508 VOR FEDERAL AIRWAY V508

FROM	TO	MEA
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IS AMENDED TO READ IN PART

HAYS, KS VORTAC	*GLIDE, KS FIX	3900
*4500 - MRA		

*GLIDE, KS FIX	SALINA, KS VORTAC	**3900
*4500 - MRA		
**3200 - MOCA		

§95.6577 VOR FEDERAL AIRWAY V577

FROM	TO	MEA
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IS AMENDED TO READ IN PART

CEDAR LAKE, NJ VOR/DME	BRIGS, NJ FIX	
	E BND	6000
	W BND	1700

[FR Doc. 2017-24414 Filed: 11/8/2017 8:45 am; Publication Date: 11/9/2017]