



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31246: Amdt. No. 545]

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: 0901 UTC, April 25, 2019.

FOR FURTHER INFORMATION CONTACT: Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd, Registry Bldg 29 Room 104, 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 March 22, 2019.

Rick Domingo
Executive 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, April 25, 2019.

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 545
EFFECTIVE DATE April 25, 2019**

§95.3000 LOW ALTITUDE RNAV ROUTES

§95.3273 RNAV ROUTE T273

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART AYKID, AK FIX	TUVVO, AK FIX	6400	17500

§95.6001 VICTOR ROUTES-U.S

§95.6014 VOR FEDERAL AIRWAY V14

FROM	TO	MEA
IS AMENDED TO READ IN PART CHISUM, NM VORTAC	ONSOM, NM FIX	
	W BND	*7000
	E BND	*7500
*6000 - MOCA		
LUBBOCK, TX VORTAC	CHILDRESS, TX VORTAC	5100

§95.6044 VOR FEDERAL AIRWAY V44

FROM	TO	MEA
IS AMENDED TO READ IN PART SEA ISLE, NJ VORTAC	*KARRS, NJ FIX	**6000
*7000 - MCA KARRS, NJ FIX , NE BND		
**1800 - MOCA		
**2000 - GNSS MEA		
KARRS, NJ FIX	GAMBY, NJ FIX	*7000
*1300 - MOCA		
*2500 - GNSS MEA		
GAMBY, NJ FIX	DEER PARK, NY VOR/DME	*5000
*1600 - MOCA		
*2500 - GNSS MEA		

§95.6063 VOR FEDERAL AIRWAY V63

FROM	TO	MEA
IS AMENDED TO READ IN PART BURLINGTON, IA VOR/DME	MOLINE, IL VOR/DME	3100
MOLINE, IL VOR/DME	DAVENPORT, IA VORTAC	3100

§95.6068 VOR FEDERAL AIRWAY V68

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CHISUM, NM VORTAC	HAGER, NM FIX	
	W BND	6000
	E BND	6500

§95.6078 VOR FEDERAL AIRWAY V78

FROM	TO	MEA
IS AMENDED TO READ IN PART		
IRON MOUNTAIN, MI VOR/DME	VUKFI, MI FIX	3300
VUKFI, MI FIX	ESCANABA, MI VOR/DME	*3000
*2300 – MOCA		

§95.6148 VOR FEDERAL AIRWAY V148

FROM	TO	MEA
IS AMENDED TO READ IN PART		
IRONWOOD, MI VOR/DME	HOUGHTON, MI VOR/DME	*3700
*3200 - MOCA		

§95.6175 VOR FEDERAL AIRWAY V175

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MALDEN, MO VORTAC	BUNKS, MO FIX	*4000
*2700 - MOCA		
BUNKS, MO FIX	VICHY, MO VOR/DME	3000
VICHY, MO VOR/DME	ZIPUR, MO FIX	*3000
*2500 - MOCA		
ZIPUR, MO FIX	HALLSVILLE, MO VORTAC	2700
HALLSVILLE, MO VORTAC	MACON, MO VOR/DME	3100
*LINDE, IA FIX	**MADUP, IA FIX	***5500
*5500 - MRA		
**5500 - MRA		
***3000 - MOCA		
*MADUP, IA FIX	**WELTE, IA FIX	5500
*5500 - MRA		
**3900 - MRA		
*WELTE, IA FIX	SIOUX CITY, IA VORTAC	3000
	W BND	5500
	E BND	
*3900 - MRA		
REDWOOD FALLS, MN VOR/DME	ALEXANDRIA, MN VOR/DME	3600
ALEXANDRIA, MN VOR/DME	PARK RAPIDS, MN VOR/DME	3300
ROSEAU, MN VOR/DME	U.S. CANADIAN BORDER	*3600
*2600 - MOCA		

§95.6217 VOR FEDERAL AIRWAY V217

FROM	TO	MEA
IS AMENDED TO READ IN PART		
GREEN BAY, WI VORTAC	WISOM, WI FIX	2700
WISOM, WI FIX	RHINELANDER, WI VOR/DME	3600

§95.6276 VOR FEDERAL AIRWAY V276

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CASVI, NJ FIX *6000 - MCA GAMBY, NJ FIX , SE BND **1500 - MOCA	*GAMBY, NJ FIX	**3000
GAMBY, NJ FIX *8000 - MRA **2000 - MOCA **3000 - GNSS MEA	*PREPI, OA FIX	**6000

§95.6376 VOR FEDERAL AIRWAY V376

FROM	TO	MEA
IS AMENDED TO READ IN PART		
RICHMOND, VA VOR/DME *3000 - MCA GRUBY, VA FIX , N BND	*GRUBY, VA FIX	2000
GRUBY, VA FIX *1700 - MOCA	IRONS, MD FIX	*4500

§95.6430 VOR FEDERAL AIRWAY V430

FROM	TO	MEA
IS AMENDED TO READ IN PART		
IRONWOOD, MI VOR/DME	DINER, MI FIX	3600
DINER, MI FIX *4000 - GNSS MEA	IRON MOUNTAIN, MI VOR/DME	*5000
IRON MOUNTAIN, MI VOR/DME	VUKFI, MI FIX	3300
VUKFI, MI FIX *2300 - MOCA	ESCANABA, MI VOR/DME	*3000

§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINT

AIRWAY SEGMENT		CHANGEOVER POINTS	
FROM	TO	DISTANCE	FROM
	V376		
IS AMENDED TO ADD CHANGEOVER POINT			
RICHMOND, VA VOR/DME	WASHINGTON, DC VOR/DME	53	RICHMOND

[FR Doc. 2019-06394 Filed: 4/1/2019 8:45 am; Publication Date: 4/2/2019]