

1) by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of March 15, 1994 (59 FR 9400, February 28, 1994). The incorporation by reference of the remainder of the service documents is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 29, 1995.

Issued in Renton, Washington, on October 12, 1995.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-25835 Filed 10-27-95; 8:45 am]

BILLING CODE 4910-13-U

**14 CFR Part 95**

[Docket No. 28362; Amdt. No. 392]

**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 9, 1995.

**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, D.C. 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, D.C. on October 6, 1995.

Thomas C. Accardi,  
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:

1. The authority citation for part 95 is revised to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, and 14 CFR 11.49(b)(2).

2. Part 95 is amended to read as follows:

**REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS**

[Amendment 392 Effective Date, November 9, 1995]

	From	To	MEA
<b>§ 95.1001 Direct Routes—U.S.</b>			
<b>22V</b>			
<b>Bahama Routes is amended to read in part</b>			
Fort Lauderdale, FL VOR/DME .....	Dekal, FL FIX .....		6000
Dekal, FL FIX .....	Wiers, BF FIX .....		6000
Wiers, BF FIX .....	Oysta, BF FIX .....		10000
Oysta, BF FIX .....	Carey, BF FIX .....		6000
<b>49V</b>			
<b>is amended by adding</b>			
Dolphin, FL VORTAC .....	Luvly, FL FIX .....		2000
<b>is amended to read in part</b>			
Luvly, FL FIX .....	Junur, FL FIX .....		2000
<b>54V</b>			
Mrlin, FL FIX .....	Preda, FL FIX .....		4000
Preda, FL FIX .....	Isaac, BF FIX .....		6000

## REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 392 Effective Date, November 9, 1995]

From	To	MEA
Oysta, BF FIX .....	Carey, BF FIX .....	6000
Carey, BF FIX *1400—MOCA .....	Nassau, BF VOR/DME .....	*2000
<b>54V</b>		
Mrlin, FL FIX .....	Preda, FL FIX .....	4000
Preda, FL FIX .....	Bimini, BF VORTAC .....	4000
<b>57V</b>		
Fort Lauderdale, FL VOR/DME .....	Dekal, FL FIX .....	6000
Dekal, FL FIX .....	Wiers, BF FIX .....	6000
Wiers, BF FIX .....	Bimini, BF VORTAC .....	3000
<b>62V</b>		
Freeport, BF VOR/DME *1300—MOCA .....	Surfn, FL FIX .....	*4000
Surfn, FL FIX .....	Vero Beach, FL VORTAC .....	2000
<b>Atlantic Routes</b>		
<b>AR 6</b>		
*Apolo, FL FIX *4000—MRA .....	Hobee, FL FIX .....	24000 MAA—45000
<b>AR 10</b>		
Dolphin, FL VORTAC .....	Turbo, FL FIX .....	6000
Turbo, FL FIX .....	Preda, FL FIX .....	6000
Preda, FL FIX .....	Zappa, BF FIX .....	10000
<b>A509</b>		
Marci, FL FIX *1500—MOCA .....	Dolphin, FL VORTAC .....	*2000
Dolphin, FL VORTAC .....	Ellee, BF FIX .....	5000
Ellee, BF FIX .....	Ursus, BF FIX .....	15000
<b>§ 95.6003 VOR Federal Airway 3 is amended to read in part</b>		
Mnate, FL FIX *2800—MOCA .....	Dolphin, FL VORTAC .....	*5000
Dolphin, FL VORTAC *2000—MOCA .....	Fort Lauderdale, FL VOR/ DME .....	*4000
<b>§ 95.6007 VOR Federal Airway 7 is amended to read in part</b>		
Dolphin, FL VORTAC *1500—MOCA .....	Swags, FL FIX .....	*2000
Jocks, FL FIX *5000—MRA **1500—MOCA .....	*Crowd, FL FIX .....	**2000
Crowd, FL FIX .....	Lakeland, FL VORTAC .....	2000
<b>§ 95.6035 VOR Federal Airway 35 is amended by adding</b>		
Dolphin, FL VORTAC *1500—MOCA .....	Curve, FL FIX .....	*2000
<b>is amended to delete</b>		
Key West, FL VORTAC *15000—MCA BIPIN FIX, W BND .....	*Bipin, FL FIX .....	15000
Bipin, FL FIX *5000—MRA **1400—MOCA .....	*Drown, FL FIX .....	**2000
<b>§ 95.6086 VOR Federal Airway 86 is amended by adding</b>		
Missoula, MT VOR/DME *11000—MOCA .....	Coppertown, MT VOR/DME .....	*13000
<b>§ 95.6097 VOR Federal Airway 97 is amended to read in part</b>		
Dolphin, FL VORTAC *1500—MOCA .....	La Belle, FL VORTAC .....	*3000
<b>§ 95.6148 VOR Federal Airway 148 is amended to read in part</b>		
Aleen, WI FIX *2800—MOCA .....	Hayward, WI VOR/DME .....	*5000
<b>§ 95.6157 VOR Federal Airway 157 is amended to read in part</b>		
Key West, FL VORTAC *1300—MOCA .....	Dolphin, FL VORTAC .....	*5000
Dolphin, FL VORTAC *1500—MOCA .....	Thndr, FL FIX .....	*3000
<b>§ 95.6198 VOR Federal Airway 198 is amended to read in part</b>		
Churn, TX FIX .....	Seeds, TX FIX .....	2500
Seeds, TX FIX *1800—MOCA .....	Wemar, TX FIX .....	*2500
Taylor, FL VORTAC *2100—MOCA .....	Craig, FL VORTAC .....	*3000
<b>§ 95.6212 VOR Federal Airway 212 is amended to read in part</b>		
Churn, TX FIX .....	Seeds, TX FIX .....	2500
Seeds, TX FIX *1800—MOCA .....	Wemar, TX FIX .....	*2500
<b>§ 95.6222 VOR Federal Airway 222 is amended to read in part</b>		
Junction, TX VORTAC *3600—MOCA .....	Stonewall, TX VORTAC .....	*4000
<b>§ 95.6267 VOR Federal Airway 267 is amended to read in part</b>		
Dolphin, FL VORTAC *1500—MOCA .....	Pahokee, FL VORTAC .....	*2000
<b>§ 95.6437 VOR Federal Airway 437 is amended to read in part</b>		
Dolphin, FL VORTAC *1500—MOCA .....	Pahokee, FL VORTAC .....	*2000
<b>§ 95.6509 VOR Federal Airway 509 is amended to read in part</b>		
St. Petersburg, FL VORTAC *5000—MRA **2500—MOCA .....	*Crowd, FL FIX .....	**5000
Crowd, FL FIX *1600—MOCA .....	Hallr, FL FIX .....	*6000

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES AND CHANGEOVER POINTS—Continued  
 [Amendment 392 Effective Date, November 9, 1995]

From	To	MEA
<b>§ 95.6511 VOR Federal Airway 511 is amended to read in part</b>		
Thndr, FL FIX *1500—MOCA .....	Dolphin, FL VORTAC .....	*3000
<b>§ 95.6521 VOR Federal Airway 521 is amended to read in part</b>		
Dolphin, FL VORTAC *1500—MOCA .....	Lee County, FL VORTAC ..	*3000
<b>§ 95.6556 VOR Federal Airway 556 is amended to read in part</b>		
Junction, TX VORTAC *3600—MOCA .....	Stonewall, TX VORTAC ....	*4000
Seeds, TX FIX *1800—MOCA .....	Wemar, TX FIX .....	*2500
<b>§ 95.6599 VOR Federal Airway 599 is amended to read in part</b>		
Thndr, FL FIX *1500—MOCA .....	Dolphin, FL VORTAC .....	*3000
<b>§ 95.6601 VOR Federal Airway 601 is added to read</b>		
Key West, FL VORTAC *4000—MRA **1500—MOCA .....	Deeds, FL FIX .....	**7000
Deeds, FL FIX *1400—MOCA .....	Pahokee, FL VORTAC .....	*3000

From	To	MEA	MAA
<b>§ 95.7015 Jet Route No. 15 is amended to read in part</b>			
Salt Lake City, UT Vortac .....	Twin Falls, ID Vortac .....	18000	45000
Twin Falls, ID Vortac .....	Boise, ID Vortac .....	18000	45000
<b>§ 95.7043 Jet Route No. 43 is amended to read in part</b>			
Dolphin, FL Vortac .....	La Belle, FL Vortac .....	18000	45000
<b>§ 95.7053 Jet Route No. 53 is amended to read in part</b>			
Dolphin, FL Vortac .....	Pahokee, FL Vortac .....	18000	45000
<b>§ 95.7055 Jet Route No. 55 is amended to read in part</b>			
Dolphin, FL Vortac .....	Craig, FL Vortac .....	18000	45000
<b>§ 95.7058 Jet Route No. 58 is amended to read in part</b>			
Lee County, FL Vortac .....	Dolphin, FL Vortac .....	18000	45000
<b>§ 95.7073 Jet Route No. 73 is amended to read in part</b>			
Dolphin, FL Vortac .....	La Belle, FL Vortac .....	18000	45000
<b>§ 95.7075 Jet Route No. 75 is amended to read in part</b>			
Dolphin, FL Vortac .....	Lee County, FL Vortac .....	18000	45000
<b>§ 95.7079 Jet Route No. 79 is amended to read in part</b>			
Key West, FL Vortac .....	Dolphin, FL Vortac .....	18000	45000
<b>§ 95.7081 Jet Route No. 81 is amended to read in part</b>			
Dolphin, FL Vortac .....	Pahokee, FL Vortac .....	18000	45000
<b>§ 95.7085 Jet Route No. 85 is amended to read in part</b>			
Dolphin, FL Vortac .....	Gainesville, FL Vortac .....	18000	45000
<b>§ 95.7086 Jet Route No. 86 is amended to read in part</b>			
La Belle, FL Vortac .....	Dolphin, FL Vortac .....	18000	45000
<b>§ 95.7179 Jet Route No. 179 is amended by adding</b>			
Emmonak, AK VOR/DME .....	St Marys, AK NDB .....	18000	45000
<b>Is amended to read in part</b>			
Sparrevohn, AK VOR/DME .....	Kenai, AK VOR/DME .....	18000	45000
Kenai, AK VOR/DME .....	Middleton Island, AK VOR/ DME.	18000	45000
<b>§ 95.7510 Jet Route No. 510 is added to read</b>			
Galena, AK Vortac .....	Unalakleet, AK Vortac .....	18000	45000
Unalakleet, AK Vortac .....	Emmonak, AK VOR/DME ..	18000	45000

§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS

Airway segment		Changeover points	
From	To	Distance	From
<b>V-86 is amended by adding</b>			
Missoula, MT VOR/DME .....	Coppertown, MT VOR/DME .....	35	Missoula.
<b>V-97 is amended to delete</b>			
Miami, FL Vortac .....	La Belle, FL Vortac .....	25	Miami.

§ 95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS—Continued

Airway segment		Changeover points	
From	To	Distance	From
<b>V-177 is amended by adding</b>			
Wausau, WI Vortac .....	Hayward, WI VOR/DME .....	59	Wausau.
<b>V-521 is amended to delete</b>			
Miami, FL Vortac .....	La Belle, FL Vortac .....	25	Miami.

[FR Doc. 95-26775 Filed 10-27-95; 8:45 am]  
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**14 CFR Part 97**

[Docket No. 28363; Amdt. No. 1691]

**Standard Instrument Approach Procedures; Miscellaneous Amendments**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

**For Examination**

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

**For Purchase**

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**By Subscription**

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

**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 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with

the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

**The Rule**

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs 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