

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30251; Amdt. No. 429]

#### 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, July 12, 2001.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike

Monronev 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 May 30, 2001.

**Nicholas A. Sabatini,**  
*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, July 12, 2001:

#### PART 95—[AMENDED]

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 AND CHANGEOVER POINTS

[Amendment 429 effective date: July 12, 2001]

From	To	MEA
<b>§ 95.1001 Direct Routes—U.S. is Amended by Adding Atlantic Routes—A315</b>		
HODGY, BS FIX ..... *16500—MRA	*AMBIS, BS FIX .....	7000
AMBIS, BS FIX .....	DUNNO, BS FIX .....	7000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 429 effective date: July 12, 2001]

From	To	MEA
<b>Amended To Read in Part Atlantic Routes—A555</b>		
NASSAU, BS VOR/DME .....	LEPAS, BS FIX .....	3000
LEPAS, BS FIX .....	BOSAR, BS FIX .....	3000
BOSAR, BS FIX .....	GEROT, OA FIX .....	3000
<b>Bahama Routes—7 LIMA</b>		
NASSAU, BS NDB .....	HIROC, BS FIX .....	*2000
* 1500—MOCA		
<b>§ 95.6001 Victor Routes—U.S. is Amended to Read in Part § 95.6011 VOR Federal Airway 11</b>		
GREENE COUNTY, MS VORTAC .....	*SOSOE, MS FIX .....	**3000
*4000—MRA		
*1800—MOCA		
SOSOE, MS FIX .....	*RAKIN, MS FIX .....	**3000
*3000—MRA		
**2400—MOCA		
<b>§ 95.6013 VOR Federal Airway 13</b>		
MC ALLEN, TX VOR/DME .....	HARLINGEN, TX VOR/DME .....	2000
HARLINGEN, TX VOR/DME .....	ASCOT, TX FIX .....	*5000
*1500—MOCA		
DES MOINES, IA VORTAC .....	*ANKEN, IA FIX .....	2700
*3500—MCA ANKEN FIX N BND		
ANKEN, IA FIX .....	NEVAD, IA FIX .....	4000
NEVAD, IA FIX .....	ALOCK, IA FIX .....	*3300
*2700—MOAC		
ALOCK, IA FIX .....	MASON CITY, IA VORTAC .....	3000
<b>§ 95.6017 VOR Federal Airway 17</b>		
BROWNSVILLE, TX VORTAC .....	HARLINGEN, TX VOR/DME .....	*8000
*2000—MOCA		
<b>§ 95.6070 VOR Federal Airway 70</b>		
BROWNSVILLE, TX VORTAC .....	*RAYMO, TX FIX .....	1600
*5000—MRA		
RAYMO, TX FIX .....	JIMIE, TX FIX .....	*4000
*1500—MOCA		
<b>§ 95.6135 VOR Federal Airway 135</b>		
BEATTY, NV VORTAC .....	TEZUM, NV FIX .....	*11000
*9600—MOCA		
<b>§ 95.6161 VOR Federal Airway 161</b>		
DES MOINES, IA VORTAC .....	*ANKEN, IA FIX .....	2700
*3500—MCA ANKEN FIX N BND		
ANKEN, IA FIX .....	NEVAD, IA FIX .....	4000
NEVAD, IA FIX .....	ALOCK, IA FIX .....	*3300
*2700—MOCA		
ALOCK, IA FIX .....	MASON CITY, IA VORTAC .....	3000
<b>§ 95.6163 VOR Federal Airway 163</b>		
MANNY, TX FIX .....	ASCOT, TX FIX .....	*5000
*1500—MOCA		
<b>§ 95.6222 VOR Federal Airway 222</b>		
EATON, MS VORTAC .....	PICAN, MS FIX .....	2300
PICAN MS FIX .....	MONROEVILLE, AL VORTAC .....	2000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 429 effective date: July 12, 2001]

From	To	MEA
<b>§ 95.6257 VOR Federal Airway 257</b>		
GRAND CANYON, AZ VOR/DME ..... *14500—MCA DOZIT FIX S BND **11200—MOCA	*DOZIT, AZ FIX .....	**14500
DOZIT, AZ FIX ..... *11200—MOCA	JALMA, AZ FIX .....	*14500
JALMA, AZ FIX ..... *11000—MOCA	KACIR, AZ FIX .....	*13000
KACIR, AZ FIX .....	BRYCE CANYON, UT VORTAC .....	11600
<b>§ 95.6271 VOR Federal Airway 271</b>		
MUSKEGON, MI VORTAC ..... *2400—MOCA	WELKO, MI FIX .....	*3000
WELKO, MI FIX ..... *2100—MOCA	MANISTEE, MI VOR/DME .....	*4000
<b>§ 95.6285 VOR Federal Airway 285</b>		
WHITE CLOUD, MI VORTAC ..... *2400—MOCA	MANISTEE, MI VOR/DME .....	*4000
<b>§ 95.6465 VOR Federal Airway 465</b>		
LUNDI, ID FIX ..... *129000—MOCA	JACKSON HOLE, WY VOR/DME .....	*15000

From	To	Changeover Points	
		Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Points V-135 Is Amended by Adding Changeover Point</b>			
Airway Segment: BEATTY, NV VORTAC ..... #COP 53 NM FROM AND UTILIZES COALDALE, NV VORTAC ON THE 129 M RAD	TONOPAH, NV VORTAC .....	34	BEATTY
<b>V-257 Is Amended To Modify Changeover Point</b>			
GRAND CANYON, AZ VOR/DME .....	BRYCE CANYON, UT VORTAC .....	36	GRAND CANYON

[FR Doc. 01-14107 Filed 6-4-01; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Coast Guard**

**33 CFR PART 165**

[CGD09-01-032]

RIN 2115-AA97

**Safety Zone: U.S. Aerospace Challenge, Holland, MI**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone encompassing a portion of Lake Michigan near Holland, Michigan. This

safety zone is necessary for the protection of passengers and vessels during a planned rocket launch show over Lake Michigan. The safety zone is intended to restrict vessel traffic from the waters of Lake Michigan off Holland, Michigan.

**DATES:** This temporary final rule is effective from 9 a.m. (local) and terminates at 2 p.m. (local), June 2, 2001.

**ADDRESSES:** Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of docket CDG09-01-032 and are available for inspection or copying at: U.S. Coast Guard Marine Safety Office Chicago, 215 W. 83rd Street, Chicago, Illinois 60521 or deliver them to the Coast Guard Marine Safety Office, 215 W.

83rd Street, Suite D, Burr Ridge, Illinois and are available for inspection or copying between 7:30 a.m. and 4 p.m. Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** MST2 Mike Hogan, U.S. Coast Guard Marine Safety Office, 215 W. 83rd Street, Burr Ridge, Illinois 60521. The telephone number is (630) 986-2175.

**SUPPLEMENTARY INFORMATION:**

**Regulatory Information**

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing an NPRM, and, under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. The permit application was