

Issued in Washington, DC, on June 2, 1999.  
**Reginald C. Matthews,**  
*Acting Program Director for Air Traffic  
 Airspace Management.*  
 [FR Doc. 99-14601 Filed 6-8-99; 8:45 am]  
 BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 29584; Amdt. No. 416]

#### 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 15, 1999.

**FOR FURTHER INFORMATION CONTACT:**  
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**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, DC, on June 4, 1999.

**L. Nicholas Lacey,**  
*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.

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.

#### PART 95—[AMENDED]

2. Part 95 is amended to read as follows:

#### REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 416, effective July 15, 1999]

From	To	MEA
<b>COLOR ROUTES</b>		
<b>§ 95.4 Green Federal Airway 8 Is Amended To Read in Part</b>		
Saldo, AK NDB .....	Nosky, AK FIX .....	*6000
*4500—MOCA		
Nosky, AK FIX .....	Kachemak, AK NDB .....	6100
<b>§ 95.2 Red Federal Airway 99 Is Amended To Read in Part</b>		
Iliamna, AK NDB/DME .....	Nosky, AK FIX .....	*6000
*5400—MOCA		
Nosky, AK FIX .....	Kachemak, AK NDB .....	6100
<b>§ 95.6001 VICTOR ROUTES—U.S.</b>		
<b>§ 95.6013 VOR Federal Airway 13 Is Amended To Read in Part</b>		
Humble, TX VORTAC .....	Cleep, TX FIX .....	3000
Cleep, TX FIX .....	*Legge, TX FIX .....	2300
*3000—MRA		
Legge, TX FIX .....	Lufkin, TX VORTAC .....	2100
Lufkin, TX VORTAC .....	Carth, TX FIX .....	*3800

## REVISIONS TO IFR ALTITUDE &amp; CHANGEOVER POINTS—Continued

[Amendment 416, effective July 15, 1999]

From	To	MEA
*2400—MOCA		
Carth, TX FIX .....	Belcher, LA VORTAC .....	3000
Belcher, LA VORTAC .....	*Iddas, LA FIX .....	2000
*3000—MRA		
Iddas, LA FIX .....	*Dubow, AR FIX .....	2000
*4000—MRA		
Dubow, AR FIX .....	Texarkana, AR VORTAC .....	2000
Texarkana, AR VORTAC .....	Deens, AR FIX .....	2300
Deens, AR FIX .....	Rich Mountain, OK VORTAC .....	*4600
*4000—MOCA		
<b>§ 95.6045 VOR Federal Airway 45 Is Amended To Read in Part</b>		
Charleston, WV VORTAC .....	Henderson, WV VORTAC .....	3000
Henderson, WV VORTAC .....	Bremn, OH FIX .....	*10000
*2700—MOCA		
Bremn, OH, FIX .....	Appleton, OH VORTAC .....	*3000
*2400—MOCA		
<b>§ 95.6140 VOR Federal Airway 140 Is Amended To Read in Part</b>		
Goshn, TN FIX .....	Delha, TN FIX .....	*7000
*3000—MOCA		
Delha, TX FIX .....	Nashville, TN VORTAC .....	3000
<b>§ 95.6196 VOR Federal Airway 196 Is Amended To Read in Part</b>		
Utica, NY VORTAC .....	*Becks, NY FIX .....	**5000
*10000—MRA		
**4500—MOCA		
Becks, NY FIX .....	Saranac Lake, NY VOR/DME .....	5000
<b>§ 95.6273 VOR Federal Airway 273 Is Amended To Read in Part</b>		
Fallz, NY FIX .....	Huguenot, NY VOR/DME .....	3000
Huguenot, NY VOR/DME .....	Huguenot, NY VOR/DME .....	3000
Hancock, NY VOR/DME .....	Oxfor, NY FIX .....	4000
Oxfor, NY FIX .....	Georgetown, NY VORTAC .....	4000
<b>§ 95.6451 VOR Federal Airway 451 Is Amended To Read in Part</b>		
Nessi, CT FIX .....	Keyed, NY FIX .....	*2500
*1000—MOCA		
Keyed, NY FIX .....	Cream, NY FIX .....	2000
Cream, NY FIX .....	Groton, CT VOR/DME .....	*6000
*1500—MOCA		
<b>§ 95.6456 VOR Federal Airway 456 Is Amended To Read in Part</b>		
King Salmon, AK VORTAC .....	Strew, AK FIX .....	
SW BND .....		3000
NE BND .....		9000
Strew, AK FIX .....	Bitop, AK FIX .....	
NE BND .....		*9000
SW BND .....		*5000
*4500—MOCA		
Bitop, AK FIX .....	*Nosky, AK FIX .....	**9000
*12000—MCA Nosky FIX NE BND		
*5400—MOCA		
Nosky, AK FIX .....	Tucks, AK FIX .....	*13000
*12000—MOCA		
Tucks, AK FIX .....	Kenai, AK VOR/DME .....	*5000
13000—MOCA		
<b>§ 95.6465 VOR Federal Airway 465 Is Amended To Read in Part</b>		
Dunoir, WY VOR/DME .....	Redlo, MT FIX .....	*17000
*14200—MOCA		
<b>§ 95.6500 VOR Federal Airway 500 Is Amended To Read in Part</b>		
Glara, OR FIX .....	*Harzl, OR FIX .....	**10000
E BND .....		**7200
W BND .....		
*7200—MRA		
**6600—MOCA		
Harzl, OR FIX .....	Ratzz, OR FIX .....	
E BND .....		*10000
W BND .....		*8000
*7300—MOCA		
Ratzz, OR FIX .....	Gashe, OR FIX .....	**10000

## REVISIONS TO IFR ALTITUDE &amp; CHANGEOVER POINTS—Continued

[Amendment 416, effective July 15, 1999]

From	To	MEA
*10000—MRA **7700—MOCA Gashe, OR FIX ..... *8000—MOCA	Kimberly, OR VORTAC .....	*9200

**§ 95.6595 VOR Federal Airway 595 Is Amended To Read in Part**

Jefsn, OR FIX .....	*Harzl, OR FIX .....	8000
NW BND .....	.....	12600
SE BND .....	.....	
*9300—MCA Harzl FIX SE BND		
*7200—MRA		

From	To	MEA	MAA
<b>§ 95.7001 JET ROUTES</b>			
<b>§ 95.7012 Jet Route No. 12 Is Amended To Read in Part</b>			
Twin Falls, ID VORTAC .....	Salt Lake City, UT VORTAC .....	22000	45000
<b>§ 95.7015 Jet Route No. 15 Is Amended To Read in Part</b>			
Salt Lake City, UT VORTAC .....	Twin Falls, ID VORTAC .....	22000	45000
From	To	Changeover Points	
		Distance	From

**§ 95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS AIRWAY SEGMENT Is Amended To Modify Changeover Point (V-13)**

Lufkin, TX VORTAC .....	Belcher, LA VORTAC .....	64	Lufkin.
<b>Is Amended To Modify Changeover Point (V-15)</b>			
Pulaski, VA VORTAC .....	Bluefield, WV VORTAC .....	10	Pulaski.
<b>Is Amended To Modify Changeover Point (V-59)</b>			
Pulaski, VA VORTAC .....	Beckley, WV VORTAC .....	10	Pulaski.
<b>Is Amended To Modify Changeover Point (V-214)</b>			
Bellaire, OH VOR/DME .....	Grantsville, MD VOR/DME .....	39	Bellaire.
<b>Is Amended To Modify Changeover Point (V-273)</b>			
Hancock, NY VOR/DME .....	Georgetown NY VORTAC .....	31	Hancock.
<b>Is Amended To Modify Changeover Point (V-465)</b>			
Dunoir, WY VOR/DME VORTAC .....	Billings, MT VORTAC .....	45	Dunoir.
<b>Is Amended To Modify Changeover Point (V-500)</b>			
Newberg, OR VORTAC .....	Kimberly, OR VORTAC .....	79	Newberg.
<b>Is Amended To Modify Changeover Point (V-505)</b>			
Gopher, MN VORTAC .....	Siren, WI VOR/DME .....	38	Gopher.

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 29581; Amdt. No. 1934]

**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 (SIAP's) 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;