

without change and expires on October 31, 2011. This notice is being published to inform affected parties of the approval and to announce that the information collection requirements of § 91.161 will become effective when the final rule becomes effective on February 9, 2009.

Issued in Washington, DC, on October 22, 2008.

**Pamela Hamilton-Powell,**

*Director, Office of Rulemaking.*

[FR Doc. E8-25608 Filed 10-27-08; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 95**

[Docket No. 30635; Amdt. No. 477]

**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:** *Effective Date:* 0901 UTC, November 20, 2008.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure

Standards Branch (ANCAFS-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, DC on October 20, 2008.

**James J. Ballough,**

*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, November 20, 2008.

■ 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 477 effective date November 20, 2008]

From	To	MEA	MAA
<b>§ 95.4000 High Altitude RNAV Routes</b>			
<b>§ 95.4276 RNAV Route T276 Is Added To Read</b>			
COUGA, WA FIX .....	CARBY, WA FIX .....	6500	17500
From	To	MEA	
<b>§ 95.6001 VICTOR AIRWAY V2 Is Amended To Read in Part</b>			
LANSING, MI VORTAC .....	SALEM, MI VORTAC .....	#*5000	

From	To	MEA
*3000-MOCA *3000-GNSS MEA #R-115 UNUSABLE BELOW 5000		
<b>§ 95.6008 VOR FEDERAL AIRWAY V8 Is Amended To Read in Part</b>		
HAYES CENTER, NE VORTAC .....	GRAND ISLAND, NE VORTAC .....	*5500
<b>§ 95.6033 VOR FEDERAL AIRWAY V33 Is Amended To Read in Part</b>		
BRADFORD, PA VOR/DME .....	BUFFALO, NY VOR/DME .....	#*11000
*5000-GNSS MEA #BFD R-006 UNUSABLE USE BUF R-187		
<b>§ 95.6044 VOR FEDERAL AIRWAY V44 Is Amended To Read in Part</b>		
FALMOUTH, KY VOR/DME .....	YORK, KY VORTAC .....	3300
YORK, KY VORTAC .....	PARKERBURG, WV VORTAC .....	3300
*KARRS, NJ FIX .....	**GAMBY, NJ FIX .....	***7000
*7000-MRA **6000-MRA ***1300-MOCA ****2000-GNSS MEA		
<b>§ 95.6066 VOR FEDERAL AIRWAY V66 Is Amended to Read in Part</b>		
ABILENE, TX VORTAC .....	TRUSS, TX FIX .....	3500
TRUSS, TX FIX .....	MILLSAP, TX VORTAC .....	3700
<b>§ 95.6086 VOR FEDERAL AIRWAY V86 Is Amended To Read in Part</b>		
SHERIDAN, WY VORTAC .....	WETON, WY FIX .....	*10900
*7000-MOCA *7000-GNSS MEA		
WETON, WY FIX .....	*KOCYE, WY FIX .....	**13000
*15000-MRA **7000-MOCA ***7000-GNSS MEA		
*KOCYE, WY FIX .....	KARAS, WY FIX .....	**13000
*15000-MRA **8600-MOCA **9000-GNSS MEA		
KARAS, WY FIX .....	*PACTO, SD FIX .....	**11100
*9700-MRA **9400-MOCA **10000-GNSS MEA		
*PACTO, DS FIX .....	**RAPID CITY, SD VORTAC .....	
*9700-MRA **5500-MCA RAPID CITY, SD VORTAC, W BND **7100-MOCA	E BND W BND	
<b>§ 95.6088 VOR FEDERAL AIRWAY V88 Is Amended To Read in Part</b>		
VINTA, OK FIX .....	NARCI, OK FIX .....	*4500
*2300-MOCA *4000-GNSS MEA		
NARCI, OK FIX .....	WACCO, MO FIX .....	*6500
*3100-MOCA *4000-GNSS MEA		
<b>§ 95.6115 VOR FEDERAL AIRWAY V115 Is Amended To Read in Part</b>		
JAMESTOWN, NY VOR/DME .....	LANGS, NY FIX .....	3900
LANGS, NY FIX .....	BUFFALO, NY VOR/DME .....	*11000
*3500-MOCA *5000-GNSS MEA		
<b>§ 95.6117 VOR FEDERAL AIRWAY V117 Is Amended To Read in Part</b>		
BELLAIRE, OH VOR/DME .....	WISKE, WV FIX .....	3100
<b>§ 95.6119 VOR FEDERAL AIRWAY V119 Is Amended To Read in Part</b>		
WELLSVILLE, NY VORTAC .....	BURST, NY FIX .....	4500
BURST, NY FIX .....	GENESE0, NY VOR/DME .....	4000

From	To	MEA
<b>§ 95.6128 VOR FEDERAL AIRWAY V128 Is Amended To Read in Part</b>		
YORK, NY VORTAC .....	CROUP, OH FIX .....	3300
<b>§ 95.6143 VOR FEDERAL AIRWAY V143 Is Amended To Read in Part</b>		
POTTSTOWN, PA VORTAC .....	YARDLEY, PA VOR/DME .....	*6900
<b>§ 95.6157 VOR FEDERAL VIRWAY V157 Is Amended To Read in Part</b>		
ALLENDALE, SC VOR *2000-GNSS MEA .....	VANCE, SC VORTAC .....	*6000
<b>§ 95.6159 VOR FEDERAL AIRWAY V159 Is Amended To Read in Part</b>		
ORLANDO, FL VORTAC .....	*SHIMM, FL FIX .....	2000
*3000-MRA .....	OCALA, FL VORTAC .....	2000
*SHIMM, FL FIX .....		
*3000-MRA .....		
<b>§ 95.6164 VOR FEDERAL AIRWAY V164 Is Amended To Read in Part</b>		
BUFFALO, NY VOR/DME .....	*BENEE, NY FIX .....	**11000
*11000-MRA .....		
**4400-MOCA .....		
**5000-GNSS MEA .....		
*BENEE, NY FIX .....	WELLSVILLE, NY VORTAC .....	**6000
*11000-MRA .....		
**4500-MOCA .....		
**5000-GNSS MEA .....		
<b>§ 95.6187 VOR FEDERAL AIRWAY V187 Is Amended To Read in Part</b>		
RATTLESNAKE, NM VORTAC .....	RIZAL, CO FIX .....	9100
RIZAL, CO FIX .....	MANCA, CO FIX .....	10900
MANCO, CO FIX .....	HERRM, CO FIX .....	*15000
*1200-MOCA .....		
HERRM, CO FIX .....	*GRAND JUNCTION, CO VORTAC .....	12100
*10700-MCA GRAND JUNCTION, CO VORTAC, S BND .....		
<b>§ 95.6198 VOR FEDERAL AIRWAY V198 Is Amended To Read in Part</b>		
PEARL, LA FIX .....	DOGMA, MS FIX .....	*2300
*1300-MOCA .....		
DOGMA, MS FIX .....	*ROMMY, MS FIX .....	**2800
*4000-MRA .....		
**1300-MOCA .....		
<b>§ 95.6221 VOR FEDERAL AIRWAY V221 Is Amended To Read in Part</b>		
HOOSIER, IN VORTAC .....	SHELBYVILLE, IN VORTAC .....	#*6000
*3100-MOCA .....		
*4000-GNSS MEA .....		
#R-053 UNUSABLE. ....		
<b>§ 95.6240 VOR FEDERAL AIRWAY V240 Is Amended To Read in Part</b>		
PEARL, LA FIX .....	DOGMA, MS FIX .....	*2300
*1300-MOCA .....		
DOGMA, MS FIX .....	*ROMMY, MS FIX .....	**2800
*4000-MRA .....		
**1300-MOCA .....		
<b>§ 95.6245 VOR FEDERAL AIRWAY V245 Is Amended To Read in Part</b>		
JACKSON, MS VORTAC .....	BIGBEE, MS VORTAC .....	*5000
*3000-GNSS MEA .....		
<b>§ 95.6278 VOR FEDERAL AIRWAY V278 Is Amended To Read in Part</b>		
GUTHRIE, TX VORTAC .....	*NIFDE, TX FIX .....	**4500
*6500-MRA .....		
**3300-MOCA .....		
*NIFDE, TX FIX .....	BOWIE, TX VORTAC .....	**3300

From	To	MEA
*6500-MRA **2600-MOCA		
<b>§ 95.6288 VOR FEDERAL AIRWAY V288 Is Amended To Read in Part</b>		
LUCIN, UT VORTAC ..... *13000-MRA *16000-MCA CORIN, UTA FIX, E BND **9400-MOCA	*CORIN, UTA FIX .....	**13000
*CORIN, UTA FIX ..... *13000-MRA **11400-MOCA	FORT BRIDGER, WY VOR/DME .....	**16000
<b>§ 95.6295 VOR FEDERAL AIRWAY V295 Is Amended To Read in Part</b>		
ORLANDO, FL VORTAC ..... *3000-MRA	*SHIMM, FL FIX .....	2000
*SHIMM, FL FIX ..... *3000-MRA	OCALA, FL VORTAC .....	2000
<b>§ 95.6305 VOR FEDERAL AIRWAY V305 Is Amended To Read in Part</b>		
HOOSIER, IN VORTAC ..... *2700-FNSS MEA #R-027 UNUSABLE.	BRICKYARD, IN VORTAC .....	#*2700
<b>§ 95.6391 VOR FEDERAL AIRWAY V391 Is Amended To Read in Part</b>		
DOVE CREEK, CO VORTAC ..... *10500-MOCO	PAROX, CO FIX .....	*12000
PAROX, CO FIX ..... *10700-MCA GRAND JUNCTION, CO VORTAC, S BND	*GRAND JUNCTION, CO VORTAC .....	12000
<b>§ 95.6441 VOR FEDERAL AIRWAY V441 Is Amended To Read in Part</b>		
GATORS, FL VORTAC .....	BRUNSWICK, GA VORTAC .....	3000
<b>§ 95.6455 VOR FEDERAL AIRWAY V455 Is Amended To Read in Part</b>		
PICAYUNE, MS VOR/DME ..... *5000-MRA	*PLUGG, MS FIX .....	2000
*PLUGG, MS FIX .....	EATON, MS VORTAC .....	2000
<b>§ 95.6493 VOR FEDERAL AIRWAY V493 Is Amended To Read in Part</b>		
LEXINGTON, JY VORTAC ..... BEAER, KY FIX .....	BEAER, KY FIX .....	3000
YORK, KY VORTAC .....	YORK, KY VORTAC .....	3300
	TARTO, OH FIX .....	3300
<b>§ 95.6521 VOR FEDERAL AIRWAY V521 Is Amended To Read in Part</b>		
*ORATE, FL FIX ..... *3000-MRA **5000-MCA CROSS CITY, FL VORTAC, W BND **1400-MOCA	**CROSS CITY, FL VORTAC .....	***2000
CROSS CITY, FL VORTAC ..... *7000-MCA HEVVN, FL FIX, W BND **1400-MOCA	*HEVVN, FL FIX .....	**5000
<b>§ 95.6542 VOR FEDERAL AIRWAY V542 Is Amended To Read in Part</b>		
BRADFORD, PA VOR/DME ..... EXALL, PA FIX .....	EXALL, PA FIX .....	4500
	ELMIRA, NY VOR/DME .....	4000
<b>§ 95.6552 VOR FEDERAL AIRWAY V552 Is Amended To Read in Part</b>		
PICAYUNE, MS VOR/DME ..... *6000-MRA	*MINDO, MS FIX .....	2000
*MINDO, MS FIX ..... *6000-MRA	SEMMES, AL VORTAC .....	2000
<b>§ 95.6578 VOR FEDERAL AIRWAY V578 Is Amended To Read in Part</b>		
ALMA, GA VORTAC .....	SAVANNAH, GA VORTAC .....	*10000

From	To	MEA
*2000-MOCA *3000-GNSS MEA		

**§ 95.6456 ALASKA VOR FEDERAL AIRWAY V456 Is Amended To Read in Part**

TUCKS, AK FIX ..... *3300-MOCA KING SALMON, AK VORTAC .....	KENAI, AK VOR/DME .....  STREW, AK FIX ..... SW BND NE BND	*5000
*2300-MOCA BITOP, AK FIX ..... *5200-MOCA *8000-GNSS MEA, NE BND *6000-OPPOSITE GNSS MEA, SW BND	NOSKY, AK FIX .....	*9000
NOSKY, AK FIX ..... *10300-MCA TUCKS, AK FIX, SW BND **12300-MOCA STREW, AK FIX .....	*TUCKS, AK FIX .....  BITOP, AK FIX ..... NE BND SW BND	**13000
*5000-GNSS MEA		

From	To	MEA	MAA
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**§ 95.7001 Jet Routes**

**§ 95.7225 JET ROUTE J225 Is Amended To Read in Part**

CEDAR LAKE, NJ VORTAC .....	KENNEDY, NY VOR/DME .....	18000	33000
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[FR Doc. E8-25508 Filed 10-27-08; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 95**

**Instrument Flight Rule Altitudes in Designated Mountainous Areas**

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

**ACTION:** Final rule; technical amendment.

**SUMMARY:** The FAA is amending its regulations concerning the use of instrument flight rule (IFR) altitudes. Specifically, a duplicate coordinate in the description of the Eastern United States Mountainous Area is being removed.

**DATES:** This amendment becomes effective October 28, 2008.

**FOR FURTHER INFORMATION CONTACT:** Ellen Crum, Air Traffic Systems Operations, Airspace and Rules Group, ATO-R, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone (202) 267-8783, facsimile (202) 267-9328.

**SUPPLEMENTARY INFORMATION:**

**Background**

On April 28, 1956, FAA published a final rule revising the regulations concerning minimum en route IFR altitudes (21 FR 2750). Section 610.8 concerned the designation of mountainous areas. This section was later redesignated as § 95.13 (28 FR 6718, June 29, 1963).

When the section was originally written, one set of coordinates for the Eastern United States Mountainous Region (latitude 42°13' N, longitude 72°44' W) was inadvertently repeated. This final rule removes the repeated coordinates to avoid confusion.

**Technical Amendment**

This technical amendment merely removes duplicate coordinates. There are no other changes to the list of coordinates.

**Justification for Immediate Adoption**

Because this action removes duplicated information, the FAA finds that notice and public comment under 5 U.S.C. section 553(b) is unnecessary. For the same reason, the FAA finds that good cause exists under 5 U.S.C. section 553(d) for making this rule effective upon publication.

**List of Subjects in 14 CFR Part 95**

Air traffic control, Airspace, Navigation (air).

**The Amendment**

■ In consideration of the foregoing, the Federal Aviation Administration amends Chapter I of Title 14, Code of Federal Regulations, as follows:

**PART 95—IFR ALTITUDES**

■ 1. The authority citation for part 95 continues to read as follows:

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

■ 2. Amend § 95.13 by revising the text of paragraph (a) following the map to read as follows:

**§ 95.13 Eastern United States Mountainous Area.**

\* \* \* \* \*

(a) \* \* \*

Beginning at latitude 47°10' N., longitude 67°55' W.; thence west and south along the Canadian Border to latitude 45°00' N., longitude 74°15' W.; thence to latitude 44°20' N., longitude 75°30' W.; thence to latitude 43°05' N., longitude 75°30' W.; thence to latitude 42°57' N., longitude 77°30' W.; thence to latitude 42°52' N., longitude 78°42' W.; thence to latitude 42°26' N., longitude 79°13' W.; thence to latitude 42°05' N., longitude 80°00' W.; thence to latitude 40°50' N., longitude 80°00' W.; thence to latitude 40°26' N., longitude 79°54' W.; thence to latitude 38°25' N., longitude 81°46' W.; thence to latitude 36°00' N., longitude 86°00' W.; thence to latitude