

**ADDRESSES:** FAA Order JO 7400.11G, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3460.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority, as it establishes Class E airspace to support IFR operations at Escalante Municipal Airport, Escalante, UT.

**History**

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** for FAA-2022-1561 (87 FR 77540; December 19, 2022) to establish Class E airspace extending upward from 700 feet above the surface at Escalante Municipal Airport, UT, in support of the airport's transition from VFR to IFR. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

The FAA is amending 14 CFR part 71 by establishing Class E airspace beginning at 700 feet above the surface at Escalante Municipal Airport, UT. This airspace area will contain departing aircraft until reaching 1,200 feet above the surface, arriving aircraft below 1,500 feet above the surface, and circling maneuvers southwest of the airport. The proposed airspace is described in relation to the airport reference point and is approximately 7.5 nautical miles by 13.5 nautical miles in size to fully contain IFR operations at the airport.

The Class E5 airspace designation is published in paragraph 6005 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in FAA Order JO 7400.11, which is published annually and becomes effective on September 15.

**Regulatory Notices and Analyses**

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, is non-controversial, and unlikely to result in adverse or negative comments. 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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR part 71.1 of FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**ANM UT E5 Escalante, UT [New]**

Escalante Municipal Airport, UT  
(Lat. 37°44'43" N, long. 111°34'13" W)

That airspace extending upward from 700 feet above the surface bounded by a line beginning at a point on the 124° bearing, 7.3 miles from the airport, then to the 154° bearing at 7.2 miles, then to the 245° bearing at 5.6 miles, then to the 281° bearing at 8.6 miles, then to the 335° bearing at 7 miles, thence to the point of beginning.

\* \* \* \* \*

Issued in Des Moines, Washington, on March 16, 2023.

**B.G. Chew,**

*Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2023-06019 Filed 3-23-23; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 95**

**[Docket No. 31480; Amdt. No. 571]**

**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 0901 UTC, April 20, 2023.

**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., STB Annex, Bldg. 26, Room 217, Oklahoma City, OK 73099. Telephone: (405) 954-1139.

**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 March 20, 2023.

**Thomas J. Nichols,**

*Manager, Aviation Safety, Flight Standards Service, Standards Section, Flight Procedures & Airspace Group, Flight Technologies and Procedures Division.*

**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 20, 2023.

**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. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT**

[Amendment 571 effective date April 20, 2023]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3400 RNAV Route T400 is Amended by Adding</b>			
LLUKY, NE WP .....	FIITS, SD .....	WP 3700	17500
FIITS, SD WP .....	DURWN, MN .....	WP 3400	17500
<b>is Amended to Delete</b>			
LLUKY, NE WP .....	IMUPP, SD .....	WP 3700	17500
IMUPP, SD WP .....	DURWN, MN .....	WP 3400	17500
<b>§ 95.3414 RNAV Route T414 is Amended To Read in Part</b>			
STYLZ, NC WP .....	GENOD, NC .....	FIX 6200	17500
GENOD, NC FIX .....	SWENK, NC .....	FIX 5200	17500
SWENK, NC FIX .....	VAESE, NC .....	FIX 4900	17500
VAESE, NC FIX .....	BONZE, NC .....	WP 4500	17500
<b>§ 95.3420 RNAV Route T420 is Amended To Read in Part</b>			
DALHART, TX VORTAC .....	EZEEE, TX .....	WP 5800	17500
EZEEE, TX WP .....	BRISC, TX .....	FIX 5000	17500

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINT—Continued

[Amendment 571 effective date April 20, 2023]

From	To	MEA	MAA
<b>§ 95.3465 RNAV Route T465 is Added To Read</b>			
DES MOINES, IA VORTAC .....	GACEY, IA .....	WP 4100	17500
GACEY, IA WP .....	IOWWA, IA .....	WP 3100	17500
IOWWA, IA WP .....	RRAZZ, IA .....	WP 3100	17500
RRAZZ, IA WP .....	KBEEE, IA .....	WP 3100	17500
KBEEE, IA WP .....	MOORI, MN .....	WP 3100	17500
MOORI, MN WP .....	DEMLL, MN .....	WP 3100	17500
DEMLL, MN WP .....	NITZR, MN .....	WP 3000	17500
<b>§ 95.6001 Victor Routes—U.S.</b>			
<b>§ 95.6005 VOR Federal Airway V5 is Amended To Delete</b>			
ATHENS, GA VOR/DME .....	IRMOS, GA FIX .....		3100
IRMOS, GA FIX .....	CORCE, GA FIX .....		3800
CORCE, GA FIX .....	AWSON, GA FIX .....		*5400
*4600—MOCA			
AWSON, GA FIX .....	*NELLO, GA FIX .....		**7000
*7000—MCA NELLO, GA FIX, E BND			
**5500—MOCA			
NELLO, GA FIX .....	*HOICHE, GA FIX .....		5400
*4000—MCA HOICHE, GA FIX, SE BND			
HOICHE, GA FIX .....	CHOO CHOO, TN VORTAC .....		3000
<b>§ 95.6006 VOR Federal Airway V6 is Amended To Delete</b>			
NILES, IL FIX .....	CHETT, MI FIX .....		*3500
*2500—MOCA			
CHETT, MI FIX .....	GIPPER, MI VORTAC .....		*3000
*2200—MOCA			
GIPPER, MI VORTAC .....	MODEM, IN FIX .....		*4000
*2600—MOCA			
<b>§ 95.6010 VOR Federal Airway V10 is Amended To Delete</b>			
GIPPER, MI VORTAC .....	LITCHFIELD, MI VOR/DME .....		2800
<b>§ 95.6011 VOR Federal Airway V11 is Amended To Read in Part</b>			
BRICKYARD, IN VORTAC .....	MARION, IN VOR/DME .....		2900
<b>§ 95.6012 VOR Federal Airway V12 is Amended To Read in Part</b>			
TUCUMCARI, NM VORTAC .....	*VEGGE, TX FIX .....		6100
*7000—MRA			
VEGGE, TX FIX .....	PANHANDLE, TX VORTAC .....		6100
<b>§ 95.6016 VOR Federal Airway V16 is Amended To Read in Part</b>			
BUCKY, TN FIX .....	VOLUNTEER, TN .....		VORTAC
E BND *3500			
W BND *5000			
*3000—MOCA			
<b>§ 95.6017 VOR Federal Airway V17 is Amended To Read in Part</b>			
MILET, TX FIX .....	SOMER, TX FIX .....		*4000
*2600—MOCA			
SOMER, TX FIX .....	SAN ANTONIO, TX VORTAC .....		3000
<b>§ 95.6020 VOR Federal Airway V20 is Amended To Delete</b>			
MONTGOMERY, AL VORTAC .....	TUSKEGEE, AL VOR/DME .....		2000
TUSKEGEE, AL VOR/DME .....	MARVO, AL WP .....		2100
MARVO, AL WP .....	COLUMBUS, GA VORTAC .....		*2600
*2000—MOCA			
COLUMBUS, GA VORTAC .....	SINCA, GA FIX .....		*4500
*2500—MOCA			
SINCA, GA FIX .....	ATHENS, GA VOR/DME .....		*3000

From	To	MEA
*2200—MOCA RICHMOND, VA VORTAC .....	*TAPPA, VA FIX .....	2000
*5000—MCA TAPPA, VA FIX .....	TAPPA, VA FIX, NE BND. *COLIN, VA FIX .....	**5000
*10000—MCA COLIN, VA FIX, N BND **1500—MOCA **2000—GNSS MEA COLIN, VA FIX .....	NOTTINGHAM, MD VORTAC .....	*10000
*1800—MOCA *2000—GNSS MEA		
<b>Is Amended To Read in Part</b>		
ELECTRIC CITY, SC VORTAC .....	*CLEVA, SC FIX .....	3200
*7000—MRA *6200—MCA CLEVA, SC FIX, NE BND CLEVA, SC FIX SW BND 5200 NE BND 6200 *7000—MRA	*TUXDO, SC FIX.	
<b>§ 95.6030 VOR Federal Airway V30 is Amended To Delete</b>		
PULLMAN, MI VOR/DME .....	LITCHFIELD, MI VOR/DME .....	2800
<b>§ 95.6035 VOR Federal Airway V35 is Amended To Read in Part</b>		
ELECTRIC CITY, SC VORTAC .....	CLEVA, SC FIX .....	3200
*7000—MRA *6200—MCA CLEVA, SC FIX, NE BND CLEVA, SC FIX SW BND 5200 NE BND 6200 *7000—MRA	*TUXDO, SC FIX.	
<b>§ 95.6051 VOR Federal Airway V51 is Amended To Read in Part</b>		
SHELBYVILLE, IN VOR/DME .....	BOILER, IN VORTAC .....	*5000
*2900—MOCA		
<b>§ 95.6053 VOR Federal Airway V53 is Amended To Read in Part</b>		
COLUMBIA, SC VORTAC .....	*WILLS, SC FIX .....	UNUSABLE
*3500—MRA		
<b>§ 95.6080 VOR Federal Airway V80 is Amended To Read in Part</b>		
TYNDA, SD FIX .....	DOLTS, SD FIX .....	*4000
<b>§ 95.6096 VOR Federal Airway V96 is Amended To Delete</b>		
BRICKYARD, IN VORTAC .....	KOKOMO, IN VORTAC .....	2700
KOKOMO, IN VORTAC .....	FORT WAYNE, IN VORTAC .....	2600
FORT WAYNE, IN VORTAC .....	*TWERP, OH FIX .....	**5000
*5000—MRA **2400—MOCA		
<b>§ 95.6097 VOR Federal Airway V97 is Amended To Read in Part</b>		
SHELBYVILLE, IN VOR/DME .....	BOILER, IN VORTAC .....	*5000
*2900—MOCA		
<b>§ 95.6100 VOR Federal Airway V100 is Amended To Delete</b>		
KEELER, MI VOR/DME .....	LITCHFIELD, MI VOR/DME .....	2600
<b>§ 95.6123 VOR Federal Airway V123 is Amended To Read in Part</b>		
WOODSTOWN, NJ VORTAC .....	ROBBINSVILLE, NJ VORTAC .....	*3000
*2100—MOCA		
<b>§ 95.6148 VOR Federal Airway V148 is Amended To Read in Part</b>		
TYNDA, SD FIX .....	DOLTS, SD FIX .....	*4000
*3100—MOCA		

From	To	MEA
<b>§ 95.6148 VOR Federal Airway V155 is Amended To Delete</b>		
COLUMBUS, GA VORTAC ..... *2500—MOCA	SINCA, GA FIX .....	*4500
<b>§ 95.6156 VOR Federal Airway V156 is Amended To Delete</b>		
GIPPER, MI VORTAC .....	KALAMAZOO, MI DME .....	3000
<b>§ 95.6157 VOR Federal Airway V157 is Amended To Read in Part</b>		
WOODSTOWN, NJ VORTAC ..... *2100—MOCA	ROBBINSVILLE, NJ VORTAC .....	*3000
<b>§ 95.6165 VOR Federal Airway V165 is Amended To Read in Part</b>		
MARRI, CA FIX ..... *15000—MCA MUSTANG, NV VORTAC, S BND	*MUSTANG, NV VORTAC .....	15000
MUSTANG, NV VORTAC ..... *11000—GNSS MEA	PYRAM, NV FIX .....	*11000
<b>§ 95.6181 VOR Federal Airway V181 is Amended To Delete</b>		
NORFOLK, NE VOR/DME .....	YANKTON, SD VOR/DME .....	3700
YANKTON, SD VOR/DME .....	SIOUX FALLS, SD VORTAC .....	3400
<b>§ 95.6190 VOR Federal Airway V190 is Amended To Read in Part</b>		
GRINE, AZ FIX ..... *7200—MOCA	PEAKS, AZ FIX .....	*10000
<b>§ 95.6195 VOR Federal Airway V195 is Amended To Read in Part</b>		
RED BLUFF, CA VORTAC ..... *5400—MCA BURRS, CA FIX, W BND	*BURRS, CA FIX .....	3000
BURRS, CA FIX ..... *7300—MCA TOMAD, CA FIX, W BND	*TOMAD, CA FIX .....	6200
TOMAD, CA FIX ..... *6500—MCA YAGER, CA FIX, E BND **8300—MOCA	*YAGER, CA FIX .....	**8300
YAGER, CA FIX ..... *3900—MCA FORTUNA, CA VORTAC, E BND	*FORTUNA, CA VORTAC .....	6100
<b>§ 95.6213 VOR Federal Airway V213 is Amended To Read in Part</b>		
SMYRNA, DE VORTAC ..... *2100—MOCA	ROBBINSVILLE, NJ VORTAC .....	*3000
<b>§ 95.6214 VOR Federal Airway V214 is Amended To Delete</b>		
KOKOMO, IN VORTAC .....	MARION, IN VOR/DME .....	2600
MARION, IN VOR/DME .....	MUNCIE, IN VOR/DME .....	2800
<b>§ 95.6222 VOR Federal Airway V222 is Amended To Read in Part</b>		
LAGRANGE, GA VORTAC ..... *4000—MRA	*TIROE, GA FIX .....	3100
<b>§ 95.6233 VOR Federal Airway V233 is Amended To Delete</b>		
GOSHEN, IN VORTAC .....	LITCHFIELD, MI VOR/DME .....	3000
<b>§ 95.6235 VOR Federal Airway V235 is Amended To Read in Part</b>		
BORGG, WY FIX ..... *11200—MCA OILLY, WY FIX, SW BND	*OILLY, WY FIX .....	11500
<b>§ 95.6241 VOR Federal Airway V241 is Amended To Delete</b>		
EUFAULA, AL VORTAC .....	COLUMBUS, GA VORTAC .....	2400
COLUMBUS, GA VORTAC ..... *4000—MRA	*TIROE, GA FIX .....	3000

From	To	MEA	
<b>Is Amended by Adding</b>			
EUFAULA, AL VORTAC .....	RSVLT, GA FIX .....	2500	
<b>§ 95.6250 VOR Federal Airway V250 is Amended To Delete</b>			
O'NEILL, NE VORTAC .....	YANKTON, SD VOR/DME .....	3700	
<b>§ 95.6267 VOR Federal Airway V267 is Amended To Read in Part</b>			
CRAIG, FL VORTAC .....	BAXLY, GA FIX .....	*6000	
*2600—GNSS MEA			
BAXLY, GA FIX .....	DUBLIN, GA VORTAC .....	*3000	
*2000—GNSS MEA			
<b>§ 95.6285 VOR Federal Airway V285 is Amended To Delete</b>			
BRICKYARD, IN VORTAC .....	KOKOMO, IN VORTAC .....	2700	
KOKOMO, IN VORTAC .....	GOSHEN, IN VORTAC .....	2600	
GOSHEN, IN VORTAC .....	KALAMAZOO, MI DME .....	2600	
KALAMAZOO, MI DME .....	VICTORY, MI VOR/DME .....	3000	
<b>§ 95.6305 VOR Federal Airway V305 is Amended To Delete</b>			
BRICKYARD, IN VORTAC .....	WELDO, IN FIX .....	2900	
WELDO, IN FIX .....	KOKOMO, IN VORTAC .....	2700	
<b>§ 95.6321 VOR Federal Airway V321 is Amended To Delete</b>			
PREST, GA FIX .....	*COLUMBUS, GA VORTAC .....	**5000	
*5000—MCA COLUMBUS, GA VORTAC, SE BND			
**3300—MOCA			
COLUMBUS, GA VORTAC .....	LAGRANGE, GA VORTAC .....	2500	
<b>Is Amended by Adding</b>			
PREST, GA FIX .....	*RSVLT, GA FIX .....	**5000	
*5000—MCA RSVLT, GA FIX, SE BND			
**3300—MOCA			
RSVLT, GA FIX .....	LAGRANGE, GA VORTAC .....	2700	
<b>§ 95.6402 VOR Federal Airway V402 is Amended To Read in Part</b>			
MOSER, TX FIX .....	*SIDER, TX FIX .....	**6000	
*7000—MRA			
**5500—MOCA			
SIDER, TX FIX .....	PANHANDLE, TX VORTAC .....	*6000	
*5500—MOCA			
<b>§ 95.6456 ALASKA VOR Federal Airway V456 is Amended To Read in Part</b>			
TANIE, AK FIX .....	KING SALMON, AK VORTAC .....	*5000	
*1600—MOCA			
<b>§ 95.6531 Alaska VOR Federal Airway V531 is Amended To Delete</b>			
KOTZEBUE, AK VOR/DME	BERJO, AK WP.		
SE BND *2500			
NW BND *8000			
*2500—MOCA			
BERJO, AK WP .....	POINT HOPE, AK NDB .....	*8000	
*4000—MOCA			
<b>§ 95.6621 Alaska VOR Federal Airway V621 is Amended To Delete</b>			
BARROW, AK VOR/DME .....	ATQASUK, AK NDB .....	2000	
<b>§ 95.7001 Jet Routes</b>			
<b>§ 95.7037 Jet Route J37 is Amended To Delete</b>			
HARVEY, LA VORTAC .....	SEMMES, AL VORTAC .....	18000	45000
SEMMES, AL VORTAC .....	MONTGOMERY, AL VORTAC .....	18000	45000
LYNCHBURG, VA VOR/DME .....	GORDONSVILLE, VA VORTAC .....	18000	45000

From	To	MEA	MAA
GORDONSVILLE, VA VORTAC .....	BROOKE, VA VORTAC .....	18000	45000
BROOKE, VA VORTAC .....	NALES, DE WP .....	18000	31000
NALES, DE WP .....	COYLE, NJ VORTAC .....	18000	45000
KENNEDY, NY VOR/DME .....	KINGSTON, NY VOR/DME .....	18000	45000
KINGSTON, NY VOR/DME .....	ALBANY, NY VORTAC .....	18000	45000

**§ 95.7055 Jet Route J55 is Amended To Delete**

TUBAS, NC FIX .....	RALEIGH/DURHAM, NC VORTAC .....	18000	45000
RALEIGH/DURHAM, NC VORTAC .....	HOPEWELL, VA VORTAC .....	18000	45000
HOPEWELL, VA VORTAC .....	HUBBS, VA WP .....	18000	20000
SEA ISLE, NJ VORTAC .....	HAMPTON, NY VORTAC .....	18000	45000
HAMPTON, NY VORTAC .....	PROVIDENCE, RI VOR/DME .....	18000	45000
PROVIDENCE, RI VOR/DME .....	BOSTON, MA VOR/DME .....	18000	45000
BOSTON, MA VOR/DME .....	KENNEBUNK, ME VOR/DME .....	18000	45000
KENNEBUNK, ME VOR/DME .....	PRESQUE ISLE, ME VOR/DME .....	19000	45000

**§ 95.7079 Jet Route J79 is Amended To Delete**

CHARLESTON, SC VORTAC .....	TAR RIVER, NC VORTAC .....	18000	45000
TAR RIVER, NC VORTAC .....	FRANKLIN, VA VORTAC .....	18000	45000
FRANKLIN, VA VORTAC .....	SALISBURY, MD VORTAC .....	18000	45000
SALISBURY, MD VORTAC .....	KENNEDY, NY VOR/DME .....	18000	45000
KENNEDY, NY VOR/DME .....	CUJKE, MA WP .....	18000	45000
CUJKE, MA WP .....	MARCONI, MA VOR/DME .....	.....	UNUSABLE
MARCONI, MA VOR/DME .....	BANGOR, ME VORTAC .....	18000	45000

**§ 95.7121 Jet Route J121 is Amended To Delete**

CHARLESTON, SC VORTAC .....	KINSTON, NC VORTAC .....	18000	45000
KINSTON, NC VORTAC .....	NORFOLK, VA VORTAC .....	18000	45000
NORFOLK, VA VORTAC .....	SNOW HILL, MD VORTAC .....	18000	45000
SNOW HILL, MD VORTAC .....	SEA ISLE, NJ VORTAC .....	18000	45000
SEA ISLE, NJ VORTAC .....	BRIGS, NJ FIX .....	18000	45000

**§ 95.7174 Jet Route J174 is Amended To Delete**

CHARLESTON, SC VORTAC .....	WILMINGTON, NC VORTAC .....	18000	45000
WILMINGTON, NC VORTAC .....	DIXON, NC NDB .....	18000	45000
DIXON, NC NDB .....	NORFOLK, VA VORTAC .....	18000	45000
NORFOLK, VA VORTAC .....	SNOW HILL, MD VORTAC .....	18000	45000
SNOW HILL, MD VORTAC .....	YAZUU, NJ WP .....	18000	45000
YAZUU, NJ WP .....	HAMPTON, NY VORTAC .....	.....	UNUSABLE
HAMPTON, NY VORTAC .....	MARCONI, MA VOR/DME .....	.....	UNUSABLE
MARCONI, MA VOR/DME .....	HERIN, MA WP .....	.....	UNUSABLE

**§ 95.7191 Jet Route J191 is Amended To Delete**

HOPEWELL, VA VORTAC .....	WILMINGTON, NC VORTAC .....	18000	45000
---------------------------	-----------------------------	-------	-------

**§ 95.7055 Jet Route J209 is Amended To Delete**

RALEIGH/DURHAM, NC VORTAC .....	TAR RIVER, NC VORTAC .....	18000	45000
TAR RIVER, NC VORTAC .....	NORFOLK, VA VORTAC .....	18000	45000
NORFOLK, VA VORTAC .....	SALISBURY, MD VORTAC .....	18000	45000
SALISBURY, MD VORTAC .....	COYLE, NJ VORTAC .....	18000	45000
COYLE, NJ VORTAC .....	WHITE, NJ FIX .....	18000	45000

## Airway segment changeover points

From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Point V195 is Amended To Add Changeover Point</b>			
RED BLUFF, CA VORTAC .....	FORTUNA, CA VORTAC .....	58	RED BLUFF
<b>V20 is Amended To Delete Changeover Point</b>			
MONTGOMERY, AL VORTAC .....	TUSKEGEE, AL VOR/DME .....	30	MONTGOMERY
<b>Alaska V531 is Amended To Delete Changeover Point</b>			
KOTZEBUE, AK VOR/DME .....	POINT HOPE, AK NDB .....	116	KOTZEBUE

Airway segment changeover points

From	To	Distance	From
<b>§ 95.8005 Jet Routes Changeover Points J37 is Amended To Delete Changeover Point</b>			
KENNEDY, NY VOR/DME .....	KINGSTON, NY VOR/DME .....	37	KENNEDY
<b>J55 is Amended To Delete Changeover Point</b>			
BOSTON, MA VOR/DME .....	KENNEBUNK, ME VOR/DME .....	38	BOSTON
<b>J79 is Amended To Delete Changeover Point</b>			
FRANKLIN, VA VORTAC .....	SALISBURY, MD VORTAC .....	20	FRANKLIN
<b>J121 is Amended To Delete Changeover Point</b>			
CHARLESTON, SC VORTAC .....	KINSTON, NC VORTAC .....	128	CHARLESTON
SNOW HILL, MD VORTAC .....	SEA ISLE, NJ VORTAC .....	20	SNOW HILL
<b>J174 is Amended To Delete Changeover Point</b>			
SNOW HILL, MD VORTAC .....	HAMPTON, NY VORTAC .....	106	SNOW HILL
<b>J209 is Amended To Delete Changeover Point</b>			
NORFOLK, VA VORTAC .....	SALISBURY, MD VORTAC .....	42	NORFOLK

[FR Doc. 2023-05957 Filed 3-23-23; 8:45 am]  
BILLING CODE 4910-13-P

**DEPARTMENT OF COMMERCE**

**Census Bureau**

**15 CFR Part 90**

[Docket Number: 230313-0072]

RIN 0607-AA60

**Population Estimates Challenge Program**

**AGENCY:** Census Bureau, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of the Census (Census Bureau) amends the regulations for the Population Estimates Challenge Program which will provide eligible general-purpose governmental entities (local governments) with the opportunity to file requests for the review of their population estimates for 2021 and subsequent years in forthcoming estimates series, beginning with the Vintage 2022 series that is scheduled to be published in 2023. Under this program, a governmental unit may file a challenge to its official population estimate by submitting additional data to the Census Bureau for evaluation, or by identifying a technical error in processing input data or producing the estimates. Specifically, the Census Bureau amends its regulations to update the regulation’s

references pertaining to the input data which are used to produce the official population estimates and revise the evidence required to support a challenge. In this final rule, the Census Bureau responds to comments received during the public comment period—closed on December 22, 2022—on the notice of proposed rulemaking posted in the **Federal Register** pertaining to ways in which the Population Estimates Challenge Program might be improved.

**DATES:** This final rule is effective on April 24, 2023.

**FOR FURTHER INFORMATION CONTACT:**

Requests for additional information should be directed to Amel Toukabri, Chief, Local Government Estimates and Migration Processing Branch, Population Division, 301-763-2461 or *POP.challenge@census.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

The Census Bureau typically releases annual population estimates, in accordance with Title 13 of the United States Code (U.S.C.). These estimates are typically based to some extent upon the most recent Decennial Census of Population and Housing and compiled from the most current administrative and survey data available for that purpose. Although not required by any statute, the Census Bureau also typically offers an opportunity for local units of general-purpose government (hereinafter collectively “governmental unit”) to challenge these official estimates through its Population

Estimates Challenge Program. Under this program, a governmental unit may challenge its population estimate by submitting additional data to the Census Bureau for evaluation, or by identifying a technical error in processing input data or producing the estimates. If the additional data are accepted during the review period by the Census Bureau, resulting in an updated population estimate, the Census Bureau will provide a written notification to the governmental unit and publish the revised estimate at *www.census.gov*. If the additional data are not accepted for a revised estimate, the Census Bureau will notify the governmental unit. In the challenge process, the Census Bureau will only accept a challenge when the evidence provided indicates the use of incorrect data, processes, or calculations in the estimates.

In this final rule, the Census Bureau amends its regulations to: (1) update the regulation’s references pertaining to the input data which are used to produce the official population estimates, and (2) revise the evidence required to support a challenge.

The Census Bureau also solicited comments from the public about ways in which the program might be improved. In particular, the Census Bureau welcomed comments about (1) the methodology used in preparing the annual Population Estimates, (2) the sources of data that the agency considers (or does not consider) in preparing the annual Population Estimates, and (3) what sorts of factual