

Register on January 31, 2001 (66 FR 8362)

**EFFECTIVE DATE:** 0901 UTC, May 17, 2001.

**FOR FURTHER INFORMATION CONTACT:** Brenda Mumper, Air Traffic Division, Airspace Branch, ACE-520A, DOT Regional Headquarters Building, Federal Aviation Administration, 901 Locust, Kansas City, MO 64106; telephone: (816) 329-2524.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** January 31, 2001 (66 FR 8362, Airspace Docket No. 00-ACE-39). An error was subsequently discovered that the airport designation of Rock County Airport, NE should be Bassett, Rock County Airport, NE. This action corrects that error. The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on May 17, 2001. No adverse comments were received, and thus this notice confirms that this direct final rule will become effective on that date.

#### Correction to the Direct Final Rule

Accordingly, pursuant to the authority delegated to me, the Class E airspace designation as published in the **Federal Register** on January 31, 2001 (66 FR 8363), (**Federal Register** Document 01-1546; page 8363, column 3, is corrected as follows:

#### § 71.1 [Corrected]

\* \* \* \* \*

#### ACE NE E5 Bassett, NE [Corrected]

On page 8363, in the third column, line seventeen, correct the airport designation by removing "Rock County Airports, NE" and adding "Bassett, Rock County Airport, NE."

\* \* \* \* \*

Issued in Kansas City, MO on March 27, 2001.

**Richard L. Day,**

*Acting Manager, Air Traffic Division, Central Region.*

[FR Doc. 01-8713 Filed 4-9-01; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30242; Amdt. No. 428]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to that 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:** 0910 UTC, May 17, 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 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 converge that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involves 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 April 3, 2001.

**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.

#### 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 428; Effective Date, May 17, 2001]

From	To	MEA
<b>§ 95.101—Direct Routes—U.S. Bahamas Routes—063V is Amended to Read in Part</b>		
Freeport, BS VOR/DME ..... *1,400—MOCA	Cegur, BS FIX .....	*2,000
Cegur, BS FIX .....	Burbo, BS FIX .....	*2,000
Burbo, BS FIX .....	Bayru, BS FIX .....	**10,000
Bayru, BS FIX .....	Hankx, BS FIX .....	*10,000
<b>Bahamas Routes—069V is Amended to Read in Part</b>		
Benzi, BS FIX .....	Jamax, BS FIX .....	*3,000
Jamax, BS FIX .....	Freeport, BS VOR/DME .....	*2,000
<b>Bahamas Routes—071V is Added to Read</b>		
Freeport, BS VOR/DME ..... *1,400—MOCA	Wopop, BS FIX .....	*2,000
Wopop, BS FIX .....	Wlker, BS FIX .....	*3,000
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6037 VOR Federal Airway 37 is Amended to Read in Part</b>		
Columbia, SC VORTAC ..... *4,000—MRA	*BLOTS, SC FIX .....	2,300
Blots, SC FIX .....	*Great, SC FIX .....	2,300
Great, SC FIX .....	Riche, SC FIX .....	2,300
Riche, SC FIX .....	Charlotte, NC VOR/DME .....	2,500
<b>§ 95.6053 VOR Federal Airway 53 is Amended to Read in Part</b>		
Columbia, SC VORTAC ..... *4,000—MRA	*Wider, SC FIX .....	2,200
Wider, SC FIX .....	*Bubba, SC FIX .....	2,300
Bubba, SC FIX .....	Wills, SC FIX .....	2,200
<b>§ 95.6054 VOR Federal Airway 54 is Amended to Read in Part</b>		
Dilla, GA FIX ..... **6,200—MOCA *8,000—MRA	*Whety, SC FIX .....	**7,000
Whety, SC FIX ..... *8,000—MRA 6,200—MOCA	*Sunet, SC FIX .....	**7,000
Sunet, SC FIX ..... *5,300—MOCA	Cleva, SC FIX .....	6,000
<b>§ 95.6066 VOR Federal Airway 66 is Amended to Read in Part</b>		
Bard, AZ VORTAC ..... W BND ..... E BND	*Mohak, AZ FIX .....	4,000 6,000
*6,000—MCA Mohak, AZ FIX E BND		
Mohak, AZ FIX ..... **4,000—MOCA *6,000—MCA Judth, AZ FIX W BND	*Judth, AZ FIX .....	**6,000
Judth, AZ FIX ..... W BND ..... E BND .....	Gila Bend, AZ VORTAC.	6,000 4,000
<b>§ 95.6068 VOR Federal Airway 68 is Amended to Read in Part</b>		
San Antonio, TX VORTAC ..... *5,500—MRA	*Braun, TX FIX .....	3,100
Braun, TX FIX .....	Marcus, TX FIX .....	3,100

## REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 428; Effective Date, May 17, 2001]

From	To	MEA
Marcus, TX FIX ..... *2,000—MOCA	Crays, TX FIX .....	*2,900
Crays, TX FIX .....	Industry, TX VORTAC .....	2,500
Industry, TX VORTAC .....	Sealy, TX FIX .....	2,100
Sealy, TX FIX .....	Hobby, TX VOR/DME .....	2,000
<b>§ 95.6076 VOR Federal Airway 76 is Amended to Read in Part</b>		
Industry, TX VORTAC .....	Sealy, TX FIX .....	2,100
Sealy, TX FIX .....	Hobby, TX VOR/DME .....	2,000
<b>§ 95.6105 VOR Federal Airway 105 is Amended to Read in Part</b>		
Lucky, NV FIX ..... *14,000—MRA	*Hiden, CA FIX .....	14,000
Hiden, CA FIX ..... NW BND .....	Beatty, NV VORTAC .....	*11,000
SE BND .....	.....	*12,000
*8,400—MOCA	.....	
Beatty, NV VORTAC ..... *9,600—MOCA	Coaldale, NV VORTAC .....	*11,000
<b>§ 95.6135 VOR Federal Airway 135 is Amended to Read in Part</b>		
Goffs, CA VORTAC ..... *12,000—MRA **9,500—MOCA	*Whigg, CA FIX .....	**12,000
Whigg, CA FIX ..... *9,900—MOCA	Clarr, CA FIX .....	*12,000
Clarr, CA FIX ..... *14,000—MRA **8,500—MOCA	*Hiden, CA FIX .....	**12,000
Hiden, CA FIX ..... NW BND .....	Beatty, NV VORTAC .....	*11,000
SE BND .....	.....	*12,000
*8,400—MOCA	.....	
<b>§ 95.6155 VOR Federal Airway 155 is Amended to Read in Part</b>		
Colliers, SC VORTAC ..... *4,000—MRA	*Wider, SC FIX .....	2,500
Wider, SC FIX .....	*Blots, SC FIX .....	2,500
<b>§ 95.6172 VOR Federal Airway 172 is Amended to Read in Part</b>		
Omaha, NE VORTAC .....	Wunot, IA FIX .....	3,800
Wunot, IA FIX ..... *5,500—MRA **3,800—MOCA	*Linde, IA FIX .....	*5,500
<b>§ 95.6181 VOR Federal Airway 181 is Amended to Read in Part</b>		
Sioux Falls, SD VORTAC ..... *3,400—MOCA	Obitt, SD FIX .....	*4,000
<b>§ 95.6194 VOR Federal Airway 194 is Amended to Read in Part</b>		
Sealy, TX FIX .....	Hobby, TX VOR/DME .....	2,000
<b>§ 95.6222 VOR Federal Airway 222 is Amended to Read in Part</b>		
Marcus, TX FIX ..... *2,000—MOCA	Crays, TX FIX .....	*2,900
Crays, TX FIX .....	Industry, TX VORTAC .....	2,500
Industry, TX VORTAC .....	Sealy, TX FIX .....	2,100
Sealy, TX FIX .....	Humble, TX VORTAC .....	2,000
Foothills, GA VORTAC .....	*Sunet, SC FIX .....	6,100

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued  
 [Amendment 428; Effective Date, May 17, 2001]

From	To	MEA	MAA
*8,000—MRA			
<b>§ 95.6306 VOR Federal Airway 306 is Amended to Read in Part</b>			
Cleep, TX FIX	Daisetta, TX VORTAC	3,000	
<b>§ 95.6444 VOR Federal Airway 444 is Amended to Read in Part</b>			
Solde, ID FIX *12,500—MCA Derso FIX W BND **9,200—MOCA	*Derso, ID FIX	**17,000	
Derso, ID FIX *9,700—MOCA	Arows, ID FIX	*12,500	
<b>§ 95.6500 VOR Federal Airway 500 is Amended to Read in Part</b>			
Arows, ID FIX *9,700—MOCA	Derso, ID FIX	*12,500	
Derso, ID FIX *12,500—MCA SOLDE FIX E BND **9,200—MOCA	Solde, ID FIX	**17,000	
Reaps, ID FIX *7,000—MOCA	Betre, ID FIX	*9,500	
<b>§ 95.6548 VOR Federal Airway 548 is Amended to Read in Part</b>			
Hobby, TX VOR/DME	Sealy, TX FIX	2,000	
From	To	MEA	MAA
<b>§ 95.7001 Jet Routes</b>			
<b>§ 95.7146 Jet Route No. 146 is Amended to Read in Part</b>			
Las Vegas, NV VORTAC	Nootn, AZ FIX	18000	45000
Nootn, AZ FIX #MEA is established with a gap in navigation signal coverage.	Dove Creek, CO VORTAC	#25000	45000
From	To	Changeover points	
		Distance	From
<b>§ 95.8005 Jet Routes Changeover Points is Amended to Modify Changeover Point</b>			
Martinsburg, WV VORTAC	Lancaster, PA VORTAC	24	Martinsburg

[FR Doc. 01-8716 Filed 4-9-01; 8:45 am]  
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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30240; Amdt. No. 2044]

**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