

**§ 29.610 Lightning and static electricity protection.**

(d) \* \* \*

(4) Reduce to an acceptable level the effects of static electricity on the functioning of essential electrical and electronic equipment.

**§ 29.1309 [Amended]**

■ 12. Amend § 29.1309 by removing paragraph (h).

■ 13. Add new § 29.1316 to read as follows:

**§ 29.1316 Electrical and electronic system lightning protection.**

(a) Each electrical and electronic system that performs a function, for which failure would prevent the continued safe flight and landing of the rotorcraft, must be designed and installed so that—

(1) The function is not adversely affected during and after the time the rotorcraft is exposed to lightning; and

(2) The system automatically recovers normal operation of that function in a timely manner after the rotorcraft is exposed to lightning.

(b) Each electrical and electronic system that performs a function, for which failure would reduce the capability of the rotorcraft or the ability of the flightcrew to respond to an adverse operating condition, must be designed and installed so that the function recovers normal operation in a timely manner after the rotorcraft is exposed to lightning.

Issued in Washington, DC, on May 20, 2011.

**J. Randolph Babbitt,**  
*Administrator.*

[FR Doc. 2011-14142 Filed 6-7-11; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 95**

[Docket No. 30787; Amdt. No. 494]

**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, June 30, 2011.

**FOR FURTHER INFORMATION CONTACT:** Harry Hodges, 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 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 May 27, 2011.

**John M. Allen,**  
*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, June 30, 2011.

**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 494 effective date June 30, 2011]

From	To	MEA
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6003 VOR Federal Airway V3</b>		
<b>IS AMENDED TO READ IN PART.</b>		
#Vance, SC VORTAC ..... *2000—GNSS MEA	Florence, SC VORTAC .....	*2000
#Vance R-047 to COP Unusable BLO FL180 Except For Aircraft Equipped With Suitable RNAV.		
<b>§ 95.6004 VOR Federal Airway V4</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Malad City, ID VOR/DME .....	Filob, ID FIX .....	10900
Filob, ID FIX .....	Hodni, ID FIX .....	*12000
*10800—MOCA		
*10800—GNSS MEA		
Hodni, ID FIX .....	Grips, WY FIX .....	*16000
*11700—MOCA		
*11700—GNSS MEA		
Grips, WY FIX .....	Rock Springs, WY VOR/DME .....	*11000
*10000—MOCA		
*10000—GNSS MEA		
<b>§ 95.6007 VOR Federal Airway V7</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Chicago Heights, IL VORTAC .....	*Niles, IL FIX .....	2500
*3500—MRA		
*3000—MCA Niles, IL FIX, N BND		
*Niles, IL FIX	**Laird, IL FIX .....	3400
*3500—MRA		
**2600—MCA Laird, IL FIX, S BND		
Laird, IL FIX .....	Thorr, IL FIX .....	2500
Thorr, IL FIX .....	Pappi, IL FIX .....	*2500
*1800—MOCA		
Pappi, IL FIX .....	Talor, WI FIX .....	*4000
*1800—MOCA		
Talor, WI FIX .....	Petty, WI FIX .....	*6000
*1900—MOCA		
Petty, WI FIX .....	Proot, WI FIX .....	*4500
*1900—MOCA		
<b>§ 95.6045 VOR Federal Airway V45</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Greensboro, NC VORTAC .....	*Prove, NC FIX .....	2700
*3500—MCA Prove, NC FIX, NW BND		
Prove, NC FIX .....	*Freon, NC FIX .....	4300
*4800—MCA Freon, NC FIX, NW BND		
Freon, NC FIX .....	Pulaski, VA VORTAC .....	6200
<b>§ 95.6092 VOR Federal Airway V92</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Bebee, IL FIX .....	*Niles, IL FIX .....	3400
*3500—MRA		
*3000—MCA Niles, IL FIX, N BND		
*Niles, IL FIX	Chicago Heights, IL VORTAC .....	2500
*3500—MRA.		
<b>§ 95.6097 VOR Federal Airway V97</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Chicago Heights, IL VORTAC .....	*Niles, IL FIX .....	2500
*3500—MRA		
*3000—MCA Niles, IL FIX, N BND		
*Niles, IL FIX	Bebee, IL FIX .....	3400
*3500—MRA		
<b>§ 95.6157 VOR Federal Airway V157</b>		
<b>IS AMENDED TO READ IN PART.</b>		

## REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 494 effective date June 30, 2011]

From	To	MEA
Key West, FL VORTAC ..... *5700—MRA **1400—MOCA **1500—GNSS MEA	*Famin, FL FIX .....	**5000
*Famin, FL FIX ..... *5700—MRA **1600—MOCA **1800—GNSS MEA	Dolphin, FL VORTAC .....	**5000
#Vance, SC VORTAC ..... *2000—GNSS MEA #Vance R-047 To Cop Unusable BLO FL180 Except for Aircraft Equipped with Suitable RNAV.	Florence, SC VORTAC .....	*2000
<b>§ 95.6162 VOR Federal Airway V162</b>		
<b>IS AMENDED TO READ IN PART.</b>		
#East Texas, PA VOR/DME ..... #Allentown R-240 Unusable Below 9000 Use East Texas R-059	#Allentown, PA VORTAC .....	3000
<b>§ 95.6193 VOR Federal Airway V193</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Musky, MI FIX ..... *2000—MOCA	Pullman, MI VOR/DME .....	*3000
Pullman, MI VOR/DME ..... *2400—MOCA	Clock, MI FIX .....	*3000
<b>§ 95.6222 VOR Federal Airway V222</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Logen, GA FIX ..... *3700—MOCA	Corce, GA FIX .....	*4600
<b>§ 95.6225 VOR Federal Airway V225</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Lee County, FL VORTAC ..... *1500—MOCA	La Belle, FL VORTAC .....	*2000
La Belle, FL VORTAC ..... *1500—MOCA	Diddy, FL FIX .....	*2000
<b>§ 95.6325 VOR Federal Airway V325</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Womac, GA FIX ..... *3700—MOCA	Logen, GA FIX .....	*4600
<b>§ 95.6362 VOR Federal Airway V362</b>		
<b>IS AMENDED TO READ IN PART.</b>		
#Alma, GA VORTAC ..... *1800—MOCA *2000—GNSS MEA #ALMA R-309 Unusable, Use Vienna R-127.	Seybo, GA FIX .....	*5000
Seybo, GA FIX	Vienna, GA VORTAC .....	2000
<b>§ 95.6408 VOR Federal Airway V408</b>		
<b>IS AMENDED TO READ IN PART.</b>		
#East Texas, PA VOR/DME ..... #Allentown R-240 Unusable Below 9000 Use East Texas R- 059	#Allentown, PA VORTAC .....	3000
<b>§ 95.6422 VOR Federal Airway V422</b>		
<b>IS AMENDED TO READ IN PART.</b>		
Bebee, IL FIX ..... *3500—MRA *3000—MCA Niles, IL FIX, N BND	*Niles, IL FIX .....	3400
*Niles, IL FIX .....	Chicago Heights, IL VORTAC .....	2500

## REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 494 effective date June 30, 2011]

From	To	MEA	MAA
*3500—MRA			
<b>§ 95.6438 VOR Federal Airway V438</b>			
<b>IS AMENDED TO READ IN PART.</b>			
#Grantsville, MD VOR/DME .....	*Flint, MD FIX .....	5300	
*4300—MCA Flint, MD FIX, W BND			
#Grantsville DME Unusable Beyond 20NM, Below 6000			
Flint, MD FIX .....	Hagerstown, MD VOR .....	4000	
From	To	MEA	MAA
<b>§ 95.7001 Jet Routes</b>			
<b>§ 95.7079 Jet Route J79</b>			
<b>IS AMENDED TO READ IN PART.</b>			
#Key west, FL VORTAC .....	Dolphin, FL VORTAC .....	18000	45000
#Key West R-037 Unusable			
<b>§ 95.8003 VOR Federal Airway Changeover Points Airway Segment V157</b>			
From	To	Changeover Points	
		Distance	From
<b>IS AMENDED TO ADD CHANGEOVER POINT.</b>			
Vance, SC VORTAC .....	Florence, SC VORTAC .....	21	Vance
<b>V3</b>			
<b>IS AMENDED TO ADD CHANGEOVER POINT.</b>			
Vance, SC VORTAC .....	Florence, SC VORTAC .....	21	Vance
<b>V438</b>			
<b>IS AMENDED TO ADD CHANGEOVER POINT.</b>			
Grantsville, MD VOR/DME .....	Hagerstown, MD VOR .....	39	Grantsville

[FR Doc. 2011-14043 Filed 6-7-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 417

[Docket No. FAA-2011-0181; Amdt. No. 417-2]

RIN 2120-AJ84

## Launch Safety: Lightning Criteria for Expendable Launch Vehicles

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

**SUMMARY:** The FAA is amending its lightning commit criteria to account for new information about the risks of natural and triggered lightning. This action amends flight criteria for mitigating against naturally occurring lightning and lightning triggered by the flight of an expendable launch vehicle

through or near an electrified environment in or near a cloud. These changes will increase launch availability and implement changes already adopted by the United States Air Force.

**DATES:** Effective July 25, 2011. Submit comments on or before July 8, 2011.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2011-0181 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

- *Hand Delivery:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington,

DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For more information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document.

*Privacy:* We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://DocketsInfo.dot.gov>.

*Docket:* To read background documents or comments received, go to <http://www.regulations.gov> at any time or to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and