

Order 7400.9V” and adding, in their place, the words “FAA Order 7400.9W.”

Issued in Washington, DC, on August 15, 2012.

**Alan Wilkes,**

*Acting Manager, Airspace Policy and ATC Procedures Group.*

[FR Doc. 2012–20660 Filed 8–22–12; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 95**

[Docket No. 30859; Amdt. No. 502]

**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, September 20, 2012.

**FOR FURTHER INFORMATION CONTACT:** Rick Dunham, Flight Procedure Standards Branch (AMCAFS–420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike

Monroey 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 August 17, 2012.

**John M. Allen,**

*Deputy 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, July 26, 2012.

■ 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 & CHANGEOVER POINTS**

[Amendment 502 effective date September 20, 2012]

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3310 RNAV Route T310 Is Amended To Read in Part</b>			
Tucson, AZ VORTAC ..... **9200—MCA Sulli, AZ FIX, E BND *7200—MOCA	**Sulli, AZ FIX .....	*8000	17500
From	To	MEA	
<b>§ 95.6001 Victor Routes-U.S.</b>			
<b>§ 95.6001 VOR Federal Airway V1 Is Amended To Read in Part</b>			
Hartford, CT VOR/DME ..... Dvany, CT FIX .....	Dvany, CT FIX ..... Graym, MA FIX .....		3000 *4000
*2500—MOCA			

From	To	MEA
<b>§ 95.6003 VOR Federal Airway V3 Is Amended To Read in Part</b>		
Palm Beach, FL VORTAC ..... *2100—MOCA	Treasure, FL VORTAC .....	*3000
Treasure, FL VORTAC .....	Melbourne, FL VOR/DME .....	2000
<b>§ 95.6004 VOR Federal Airway V4 Is Amended To Read in Part</b>		
Louisville, KY VORTAC .....	Lexington, KY VORTAC .....	2800
<b>§ 95.6010 VOR Federal Airway V10 Is Amended To Read in Part</b>		
Emporia, KS VORTAC ..... *2600—MOCA *3000—GNSS MEA	Wetzi, KS FIX .....	*5000
Wetzi, KS FIX .....	Napoleon, MO VORTAC .....	3100
<b>§ 95.6012 VOR Federal Airway V12 Is Amended To Read in Part</b>		
Emporia, KS VORTAC ..... *2600—MOCA *3000—GNSS MEA	Wetzi, KS FIX .....	*5000
Wetzi, KS FIX .....	Napoleon, MO VORTAC .....	3100
<b>§ 95.6026 VOR Federal Airway V26 Is Amended To Read in Part</b>		
Cherokee, WY VOR/DME ..... Alcos, WY FIX ..... *9400—MOCA	Alcos, WY FIX ..... Muddy Mountain, WY VOR/DME .....	11700 *10000
<b>§ 95.6027 VOR Federal Airway V27 Is Amended To Read in Part</b>		
Fortuna, CA VORTAC .....	Crescent City, CA VORTAC .....	3000
<b>§ 95.6035 VOR Federal Airway V35 Is Amended To Read in Part</b>		
Holston Mountain, TN VORTAC .....	Glade Spring, VA VOR/DME .....	6700
<b>§ 95.6037 VOR Federal Airway V37 Is Amended To Read in Part</b>		
Clarksburg, WV VOR/DME ..... *3400—MOCA	Tedds, WV FIX .....	*4000
Tedds, WV FIX ..... *3400—MOCA *4000—GNSS MEA	Cetpu, PA FIX .....	*5000
Cetpu, PA FIX ..... *3200—MOCA	Ellwood City, PA VORTAC .....	*4000
<b>§ 95.6051 VOR Federal Airway V51 Is Amended To Read in Part</b>		
*Sheds, FL FIX ..... *3000—MRA **1400—MOCA	Treasure, FL VORTAC .....	**2000
Treasure, FL VORTAC ..... *2800—MOCA	Ovido, FL FIX .....	*4000
<b>§ 95.6053 VOR Federal Airway V53 Is Amended To Read in Part</b>		
Lexington, KY VORTAC .....	Louisville, KY VORTAC .....	2800
<b>§ 95.6054 VOR Federal Airway V54 Is Amended To Read in Part</b>		
Fayetteville, NC VOR/DME ..... *1900—MOCA	Kinston, NC VORTAC .....	*2000
<b>§ 95.6066 VOR Federal Airway V66 Is Amended To Read in Part</b>		
Anima, NM FIX .....	Darce, NM FIX .....	9000
<b>§ 95.6068 VOR Federal Airway V68 Is Amended To Read in Part</b>		
Chisum, NM VORTAC .....	Hager, NM FIX .....	6000
<b>§ 95.6070 VOR Federal Airway V70 Is Amended To Read in Part</b>		
Wilmington, NC VORTAC .....	Beula, NC FIX .....	*8000

From	To	MEA
*1600—MOCA *2000—GNSS MEA		
<b>§ 95.6094 VOR Federal Airway V94 Is Amended To Read in Part</b>		
Blythe, CA VORTAC ..... *9000—MRA	*Vicko, AZ FIX .....	6000
<b>§ 95.6114 VOR Federal Airway V114 Is Amended To Read in Part</b>		
Gregg County, TX VORTAC ..... *1900—MOCA	Carth, TX FIX .....	*2300
Covex, LA FIX ..... *1900—MOCA	Nuboy, LA FIX .....	*5000
Nuboy, LA FIX .....	Alexandria, LA VORTAC W BND .....	5000
	E BND .....	2000
<b>§ 95.6121 VOR Federal Airway V121 Is Amended To Read in Part</b>		
Roseburg, OR VOR/DME .....	North Bend, OR VORTAC .....	5300
<b>§ 95.6133 VOR Federal Airway V133 Is Amended To Read in Part</b>		
*Traverse City, MI VORTAC .....	Escanaba, MI VOR/DME .....	5000
*Traverse City R-301—R-002 .....	Unusable BYD 10 NM BLO .....	5000
<b>§ 95.6144 VOR Federal Airway V144 Is Amended To Read in Part</b>		
Fort Wayne, IN VORTAC ..... *3000—MOCA	Buzzi, OH FIX .....	*6000
<b>§ 95.6152 VOR Federal Airway V152 Is Amended To Read in Part</b>		
Kizer, FL FIX ..... *2800—MOCA	Ormond Beach, FL VORTAC NE BND .....	*3600
	SW BND .....	*5000
<b>§ 95.6157 VOR Federal Airway V157 Is Amended To Read in Part</b>		
Fayetteville, NC VOR/DME ..... *1900—MOCA	Kinston, NC VORTAC .....	*2000
<b>§ 95.6159 VOR Federal Airway V159 Is Amended To Read in Part</b>		
Jupem, FL FIX ..... Treasure, FL VORTAC ..... *2500—MRA	Treasure, FL VORTAC ..... *Presk, FL FIX .....	2600 3000
Walnut Ridge, AR VORTAC ..... *3000—MOCA	Dogwood, MO VORTAC .....	*3400
<b>§ 95.6184 VOR Federal Airway V184 Is Amended To Read in Part</b>		
Atlantic City, NJ VORTAC .....	Panze, NJ FIX .....	2100
<b>§ 95.6190 VOR Federal Airway V190 Is Amended To Read in Part</b>		
Marion, IL VOR/DME ..... *2000—MOCA *2300—GNSS MEA	Pocket City, IN VORTAC .....	*5000
<b>§ 95.6193 VOR Federal Airway V193 Is Amended To Read in Part</b>		
White Cloud, MI VOR/DME ..... *Traverse City R-188—R-207 .....	Traverse City, MI VORTAC ..... Unusable BYD 10 NM BLO .....	*4000 4000
<b>§ 95.6203 VOR Federal Airway V203 Is Amended To Read in Part</b>		
Dinny, NY FIX ..... **Saranac Lake, NY VOR/DME ..... *5100—MOCA *6000—GNSS MEA **Massena R-159 Unusable, Use Saranac Lake R-339	Saranac Lake, NY VOR/DME ..... **Massena, NY VORTAC .....	7000 *10000

From	To	MEA
<b>§ 95.6213 VOR Federal Airway V213 Is Amended To Read in Part</b>		
Wilmington, NC VORTAC ..... *1600—MOCA *5000—GNSS MEA	Wallo, NC FIX .....	*8000
Wallo, NC FIX ..... *1700—MOCA *2000—GNSS MEA	Josch, NC FIX S BND .....	*8000
Josch, NC FIX ..... *1700—MOCA *2000—GNSS MEA	N BND .....	*6000
	Ester, NC FIX S BND .....	*6000
	N BND .....	*3000
<b>§ 95.6225 VOR Federal Airway V225 Is Amended To Read in Part</b>		
Diddy, FL FIX .....	Treasure, FL VORTAC .....	2000
<b>§ 95.6229 VOR Federal Airway V229 Is Amended To Read in Part</b>		
Atlantic City, NJ VORTAC .....	Panze, NJ FIX .....	2100
Hartford, CT VOR/DME .....	Gardner, MA VOR/DME .....	3000
<b>§ 95.6232 VOR Federal Airway V232 Is Amended To Read in Part</b>		
Keating, PA VORTAC .....	Watso, PA FIX .....	4700
Watso, PA FIX ..... *2900—MOCA	Milton, PA VORTAC .....	*4000
Milton, PA VORTAC .....	Solberg, NJ VOR/DME .....	4000
Solberg, NJ VOR/DME .....	Tykes, NJ FIX .....	2300
Tykes, NJ FIX .....	Colts Neck, NJ VOR/DME .....	2000
<b>§ 95.6265 VOR Federal Airway V265 Is Amended To Read in Part</b>		
Jamestown, NY VOR/DME ..... *3400—MCA Dunkirk, NY VORTAC, S BND	*Dunkirk, NY VORTAC .....	4000
Dunkirk, NY VORTAC ..... *2000—MOCA	U.S. Canadian Border .....	*3400
<b>§ 95.6285 VOR Federal Airway V285 Is Amended To Read in Part</b>		
Manistee, MI VOR/DME .....	*Traverse City, MI VORTAC .....	*2800
*Traverse City R-228—R260 .....	Unusable BYD 10 NM BLO .....	4000
<b>§ 95.6295 VOR Federal Airway V295 Is Amended To Read in Part</b>		
Stoop, FL FIX .....	Treasure, FL VORTAC .....	2000
Treasure, FL VORTAC ..... *1600—MOCA	Orlando, FL VORTAC .....	*2600
<b>§ 95.6320 VOR Federal Airway V320 Is Amended To Read in Part</b>		
*Traverse City, MI VORTAC .....	Mount Pleasant, MI VOR/DME .....	*5000
*Traverse City R-077—R-187 .....	Unusable BYD 10 NM BLO .....	5000
<b>§ 95.6370 VOR Federal Airway V370 Is Amended To Read in Part</b>		
Bands, CA FIX ..... *11800—MCA Palm Springs, CA VORTAC, W BND *6200—MCA Palm Springs, CA VORTAC, N BND	*Palm Springs, CA VORTAC .....	13000
<b>§ 95.6402 VOR Federal Airway V402 Is Amended To Read in Part</b>		
Tucumcari, NM VORTAC .....	Moser, TX FIX .....	6300
Moser, TX FIX ..... *5500—MOCA	Panhandle, TX VORTAC .....	*6000
<b>§ 95.6418 VOR Federal Airway V418 Is Amended To Read in Part</b>		
Salem, MI VORTAC ..... *2700—MOCA #For That Airspace Over U.S. Territory.	Bewel, OH FIX .....	#*4000
<b>§ 95.6420 VOR Federal Airway V420 Is Amended To Read in Part</b>		
Green Bay, WI VORTAC .....	*Traverse City, MI VORTAC .....	3500
*Traverse City R-261—R-300 .....	Unusable BYD 10 NM BLO .....	3500

From		To		MEA	MAA
<b>§ 95.6429 VOR Federal Airway V429 Is Amended To Read in Part</b>					
Marion, IL VOR/DME .....		Bible Grove, IL VORTAC .....		*5000	
*2100—MOCA					
*2300—GNSS MEA					
<b>§ 95.6437 VOR Federal Airway V437 Is Amended To Read in Part</b>					
Melbourne, FL VOR/DME .....		Awiny, FL FIX .....		*3000	
*1600—MOCA					
Awiny, FL FIX .....		Ovido, FL FIX			
		NW BND .....		5000	
		SE BND .....		3000	
Ovido, FL FIX .....		Kizer, FL FIX .....		*5000	
*2800—MOCA					
Kizer, FL FIX .....		Ormond Beach, FL VORTAC			
*2800—MOCA		SW BND .....		*5000	
		NE BND .....		*3600	
<b>§ 95.6508 VOR Federal Airway V508 Is Amended To Delete</b>					
Rugbb, KS FIX .....		Johnson County, KS VOR/DME .....		2600	
<b>§ 95.6537 VOR Federal Airway V537 Is Amended To Read in Part</b>					
Stoop, FL FIX .....		Treasure, FL VORTAC .....		2000	
Treasure, FL VORTAC .....		*Presk, FL FIX .....		3000	
*2500—MRA					
<b>§ 95.6566 VOR Federal Airway V566 Is Amended To Read in Part</b>					
Knelt, LA FIX .....		Covex, LA FIX .....		*3500	
*1800—MOCA					
Covex, LA FIX .....		Nuboy, LA FIX .....		*5000	
*1900—MOCA					
Nuboy, LA FIX .....		Alexandria, LA VORTAC			
		W BND .....		5000	
		E BND .....		2000	
<b>§ 95.6589 VOR Federal Airway V589 Is Amended To Read in Part</b>					
Medicine Bow, WY VOR/DME .....		Alcos, WY FIX .....		10100	
Alcos, WY FIX .....		Muddy Mountain, WY VOR/DME .....		*10000	
*9400—MOCA					
<b>§ 95.6438 Alaska VOR Federal Airway V438 Is Amended To Read in Part</b>					
Big Lake, AK VORTAC .....		*Sures, AK FIX .....		7500	
*10000—MRA					
Sures, AK FIX .....		Liber, AK FIX .....		***10000	
**8900—MOCA					
#MEA is established with a gap in navigation signal coverage.					
From		To		MEA	MAA
<b>§ 95.7001 Jet Routes</b>					
<b>§ 95.7045 Jet Route J45 Is Amended To Read in Part</b>					
Virginia Key, FL VOR/DME .....		Treasure, FL VORTAC .....		18000	45000
Treasure, FL VORTAC .....		Ormond Beach, FL VORTAC .....		18000	45000
<b>§ 95.7075 Jet Route J75 Is Amended To Read in Part</b>					
*Carmel, NY VOR/DME .....		*Nemie, CT FIX .....		18000	45000
*Radar required between Carmel and Nemie					
Nemie, CT FIX .....		Boston, MA VOR/DME .....		18000	45000
<b>§ 95.7079 Jet Route J79 Is Amended To Read in Part</b>					
Palm Beach, FL VORTAC .....		Treasure, FL VORTAC .....		18000	45000
Treasure, FL VORTAC .....		Ormond Beach, FL VORTAC .....		18000	45000

Airway Segment		Changeover Points	
From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Points V10 Is Amended To Delete Changeover Point</b>			
Emporia, KS VORTAC .....	Johnson County, KS VOR/DME .....	49	Emporia
<b>V12 Is Amended To Delete Changeover Point</b>			
Emporia, KS VORTAC .....	Johnson County, KS VOR/DME .....	49	Emporia
<b>V159 Is Amended To Delete Changeover Point</b>			
Treasure, FL VORTAC .....	Orlando, FL VORTAC .....	32	Treasure
<b>V203 Is Amended To Delete Changeover Point</b>			
Saranac Lake, NY VOR/DME .....	Massena, NY VORTAC .....	11	Saranac Lake
<b>V26 Is Amended To Add Changeover Point</b>			
Montrose, CO VOR/DME .....	Grand Junction, CO VOR/DME .....	23	Montrose
<b>V27 Is Amended To Delete Changeover Point</b>			
Fortuna, CA VORTAC .....	Crescent City, CA VORTAC .....	30	Fortuna
<b>V285 Is Amended To Add Changeover Point</b>			
Manistee, MI VOR/DME .....	Traverse City, MI VORTAC .....	29	Manistee

[FR Doc. 2012-20812 Filed 8-22-12; 8:45 am]  
 BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 110**

[Docket No. USCG-2011-0348]

RIN 1625-AA01

**Anchorage; Change to Cottonwood Island Anchorage, Columbia River, Oregon and Washington**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is revising the existing Cottonwood Island anchorage and establishing a new designated anchorage. The change is necessary to ensure that there are sufficient anchorage grounds on the Columbia River.

**DATES:** This rule is effective September 24, 2012.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are part of docket USCG-2011-0348 and are available online by going to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder associated with this

rulemaking. You may also visit the Docket Management Facility in room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email ENS Ian McPhillips, Waterways Management Division, Coast Guard MSU Portland; telephone 503-240-9319, email [msupdxwwm@uscg.mil](mailto:msupdxwwm@uscg.mil). If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

**SUPPLEMENTARY INFORMATION:**

**Table of Acronyms**

DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of Proposed Rulemaking

**A. Regulatory History and Information**

On June 13, 2011, the Coast Guard published an NPRM proposing to increase the size of the Cottonwood Island Anchorage on the Columbia River (76 FR 34197). On May 23, 2012, the Coast Guard published a Supplemental NPRM revising that proposal in response to public comments (77 FR 30440). During the 30-day comment period on the Supplemental NPRM, the Coast Guard received eight comments on the proposed action. Seven of the

comments were from various maritime stakeholders in the Lower Columbia River Basin and one of the comments was from the Mayor of the City of Prescott.

**B. Basis and Purpose**

The Secretary of Homeland Security has delegated to the Coast Guard the authority to establish and regulate anchorage grounds in accordance with 33 U.S.C. 471, 1221 through 1236, 2030, 2035, 2071; 33 CFR 1.05-1; and Department of Homeland Security Delegation No. 0170.1. As currently established, the Coast Guard Captain of the Port Columbia River believes the size of the Cottonwood Island Anchorage is insufficient based on both the current demand for anchorage grounds and the forecasted growth of vessel traffic on the Columbia River. Sufficient anchorage area, both in number and size, is especially important in this area because of the unpredictable hazardous conditions of the Columbia River Bar, which at times prevents vessels from safely navigating downriver. This rule increases the size of the current Cottonwood Island Anchorage and creates a new anchorage on the Columbia River.

**C. Discussion of Comments, Changes, and the Final Rule**

The Coast Guard received eight comments during the 30-day comment period on the Supplemental NPRM.