Administrator, the following special conditions are issued as part of the type certification basis for Eclipse EA500 airplanes modified by IS&S.

1. Certification of Autothrottle Functions under Part 23.

The following special conditions, derived from § 25.1329, are issued for the Eclipse EA500 airplane:

(a) Quick disengagement controls for the autothrust functions must be provided for each pilot. The autothrust quick disengagement controls must be located on the thrust control levers. Quick disengagement controls must be readily accessible to each pilot while operating the thrust control levers.

(b) The effects of a failure of the system to disengage the autothrust functions when manually commanded by the pilot must be assessed in accordance with the requirements of Sec. 23.1309.

(c) Engagement or switching of the flight guidance system, a mode, or a sensor may not cause the autothrust system to effect a transient response that alters the airplane's flight path any greater than a minor transient, as defined in paragraph (l)(1) of this section.

(d) Under normal conditions, the disengagement of any automatic control function of a flight guidance system may not cause a transient response of the airplane's flight path any greater than a minor transient.

(e) Under rare normal and non-normal conditions, disengagement of any automatic control function of a flight guidance system may not result in a transient any greater than a significant transient, as defined in paragraph (l)(2) of this section.

(f) The function and direction of motion of each command reference control, such as heading select or vertical speed, must be plainly indicated on, or adjacent to, each control if necessary to prevent inappropriate use or confusion.

(g) Under any condition of flight appropriate to its use, the flight guidance system may not produce hazardous loads on the airplane, nor create hazardous deviations in the flight path. This applies to both fault-free operation and in the event of a malfunction, and assumes that the pilot begins corrective action within a reasonable period of time.

(h) When the flight guidance system is in use, a means must be provided to avoid excursions beyond an acceptable margin from the speed range of the normal flight envelope. If the airplane experiences an excursion outside this range, a means must be provided to prevent the flight guidance system from providing guidance or control to an unsafe speed.

(i) The flight guidance system functions, controls, indications, and alerts must be designed to minimize flightcrew errors and confusion concerning the behavior and operation of the flight guidance system. Means must be provided to indicate the current mode of operation, including any armed modes, transitions, and reversions. Selector switch position is not an acceptable means of indication. The controls and indications must be grouped and presented in a logical and consistent manner. The indications must be visible to each pilot under all expected lighting conditions.

(j) Following disengagement of the autothrust function, a caution (visual and auditory) must be provided to each pilot.

(k) During autothrust operation, it must be possible for the flightcrew to move the thrust levers without requiring excessive force. The autothrust may not create a potential hazard when the flightcrew applies an override force to the thrust levers.

(l) For purposes of this section, a transient is a disturbance in the control or flight path of the airplane that is not consistent with response to flightcrew inputs or environmental conditions.

(1) A minor transient would not significantly reduce safety margins and would involve flightcrew actions that are well within their capabilities. A minor transient may involve a slight increase in flightcrew workload or some physical discomfort to passengers or cabin crew.

(2) A significant transient may lead to a significant reduction in safety margins, an increase in flightcrew workload, discomfort to the flightcrew, or physical distress to the passengers or cabin crew, possibly including non-fatal injuries. Significant transients do not require, in order to remain within or recover to the normal flight envelope, any of the following:

(i) Exceptional piloting skill, alertness, or strength.

(ii) Forces applied by the pilot which are greater than those specified in Sec. 23.143(c).

(iii) Accelerations or attitudes in the airplane that might result in further hazard to secured or non-secured occupants.

The applicant must also functionally demonstrate independence between the left and right ATS installation to prove they cannot have a single point failure that is not extremely improbable that inadvertently leads to a loss of thrust, or to substantial uncommanded thrust changes and transients, in both engines simultaneously.

Issued in Kansas City, Missouri, on September 11, 2013.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–22848 Filed 9–18–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30922; Amdt. No. 3557]

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, October 17, 2013.

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 September 17, 2013.

John Duncan,

Acting 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, October 17, 2013.

■ 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 POINT

[Amendment 509 effective date October 17, 2013]

From	To	MEA	MAA
§ 95.3000 Low Altitude RNAV Routes			
§ 95.3212 RNAV Route T212 Is Amended by Adding			
RASHE, PA FIX	SELINSGROVE, PA VORTAC	4000	17500
SELINSGROVE, PA VORTAC	DIANO, PA FIX	3700	17500
DIANO, PA FIX	WILKES-BARRE, PA VORTAC	5000	17500
WILKES-BARRE, PA VORTAC	LAAYK, PA FIX	4000	17500
LAAYK, PA FIX	WEETS, NY FIX	4700	17500
Is Amended To Read in Part			
WEETS, NY FIX	NELIE, CT FIX	3500	17500
NELIE, CT FIX	PUTNAM, CT VOR/DME	3000	17500
§ 95.3216 RNAV Route T216 Is Added To Read			
PHILIPSBURG, PA VORTAC	WILLIAMSPORT, PA VOR/DME	4200	17500
WILLIAMSPORT, PA VOR/DME	ELEXY, PA WP	4500	17500
ELEXY, PA WP	LAAYK, PA FIX	4100	17500
LAAYK, PA FIX	HELON, NY FIX	4000	17500
HELON, NY FIX	KINGSTON, NY VOR/DME	4000	17500
KINGSTON, NY VOR/DME	MOONI, CT FIX	3200	17500
MOONI, CT FIX	HARTFORD, CT VOR/DME	3200	17500
HARTFORD, CT VOR/DME	GROTON, CT VOR/DME	2600	17500
GROTON, CT VOR/DME	SANDY POINT, RI VOR/DME	*2000	17500
*1500—MOCA			
SANDY POINT, RI VOR/DME	NANTUCKET, MA VOR/DME	2000	17500
§ 95.3218 RNAV Route T218 Is Added To Read			
STONYFORK, PA VOR/DME	LAAYK, PA FIX	4200	17500
LAAYK, PA FIX	SPARTA, NJ VORTAC	4000	17500
§ 95.3221 RNAV Route T221 Is Added To Read			
MAZIE, PA FIX	ALLENTOWN, PA VORTAC	*3000	17500
*2200—MOCA			
ALLENTOWN, PA VORTAC	BINGHAMTON, NY VORTAC	4000	17500
§ 95.3287 RNAV Route T287 Is Added To Read			
DENNN, VA WP	CAARY, VA WP	*5200	10000
*3400—MOCA			
CAARY, VA WP	WILMY, VA WP	*6900	10000
*6100—MOCA			
WILMY, VA WP	KAIJE, VA WP	*5400	10000
*4900—MOCA			
KAIJE, VA WP	BAMMY, WV WP	5500	10000
BAMMY, WV WP	REEES, PA WP	*5000	10000
*4300—MOCA			
REEES, PA WP	TOMYD, MD WP	*5000	10000
*3800—MOCA			

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued

[Amendment 509 effective date October 17, 2013]

From	To	MEA	MAA
§ 95.3291 RNAV Route T291 Is Amended by Adding			
HARRISBURG, PA VORTAC	SELINSGROVE, PA VORTAC	3300	17500
SELINSGROVE, PA VORTAC	MILTON, PA VORTAC	3200	17500
MILTON, PA VORTAC	MEGSS, PA FIX	3500	17500
MEGSS, PA FIX	LAAYK, PA FIX	4000	17500
LAAYK, PA FIX	DELANCEY, NY VOR/DME	4400	17500
DELANCEY, NY VOR/DME	ALBANY, NY VORTAC	5600	17500
§ 95.3295 RNAV Route T295 Is Amended by Adding			
LANCASTER, PA VORTAC	WILKES–BARRE, PA VORTAC	4000	17500
WILKES–BARRE, PA VORTAC	LAAYK, PA FIX	4000	17500
LAAYK, PA FIX	SAGES, NY FIX	6400	17500
SAGES, NY FIX	SASHA, MA FIX	6100	17500
SASHA, MA FIX	KEENE, NH VORTAC	3600	17500
KEENE, NH VORTAC	CONCORD, NH VORTAC	5000	17500
CONCORD, NH VORTAC	KENNEBUNK, ME VOR/DME	3000	17500
KENNEBUNK, ME VOR/DME	BRNNS, ME FIX	3000	17500
BRNNS, ME FIX	BANGOR, ME VORTAC	3000	17500
BANGOR, ME VORTAC	PRINCETON, ME VOR/DME	3100	17500
§ 95.3299 RNAV Route T299 Is Added To Read			
UCREK, VA WP	KAIJE, VA WP	5000	10000
KAIJE, VA WP	BAMMY, WV WP	5500	10000
BAMMY, WV WP	REEES, PA WP	*5000	10000
*4300—MOCA			
REEES, PA WP	SCAPE, PA FIX	*5000	10000
*3800—MOCA			
§ 95.4000 High Altitude RNAV Routes **§ 95.4080 RNAV ROUTE Q80 Is Amended To Read in Part**			
FAREV, KY WP	JEDER, KY WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
§ 95.4436 RNAV Route Q436 Is Added To Read			
EMMMA, MI FIX	DIXSN, MI WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
DIXSN, MI WP	BOOTT, MI WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
BOOTT, MI WP	RRONS, MI WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
RRONS, MI WP	YARRK, CA WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
YARRK, CA WP	CHAAP, CA WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
CHAAP, CA WP	RAAKK, NY WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
RAAKK, NY WP	HERBA, NY WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
HERBA, NY WP	REXXY, NY WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
REXXY, NY WP	REBBL, PA WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
REBBL, PA WP	MTCAF, PA WP	*18000	45000
*18000—GNSS MEA			
*DME/DME/IRU MEA			
MTCAF, PA WP	DGRAF, PA WP	*18000	45000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued

[Amendment 509 effective date October 17, 2013]

From	To	MEA	MAA
*18000—GNSS MEA *DME/DME/IRU MEA			
DGRAF, PA WP	YYOST, PA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
YYOST, PA WP	LAAYK, PA FIX	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
LAAYK, PA FIX	COATE, NJ FIX	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
§ 95.4438 RNAV Route Q438 Is Added To Read			
RUBYY, MI WP	FLINT, MI VORTAC	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
FLINT, MI VORTAC	BERYS, MI WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
BERYS, MI WP	TWIGS, MI WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
TWIGS, MI WP	JAAJA, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
JAAJA, CA WP	ICHOL, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
ICHOL, CA WP	FARGN, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
FARGN, CA WP	RAAKK, NY WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
§ 95.4440 RNAV Route Q440 Is Added To Read			
SLLAP, MI WP	FLINT, MI VORTAC	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
FLINT, MI VORTAC	BERYS, MI WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
BERYS, MI WP	TWIGS, MI WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
TWIGS, MI WP	JAAJA, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
JAAJA, CA WP	ICHOL, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
ICHOL, CA WP	FARGN, CA WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			
FARGN, CA WP	RAAKK, NY WP	*18000	45000
*18000—GNSS MEA *DME/DME/IRU MEA			

From	To	MEA
§ 95.6001 VICTOR ROUTES-U.S **§ 95.6002 VOR Federal Airway V2 Is Amended To Read in Part**		
BADGER, WI VORTAC	SUDDS, WI FIX	2900
SUDDS, WI FIX	LYSTR, MI FIX	*4000
*2500—MOCA		
LYSTR, MI FIX	MUSKEGON, MI VORTAC	#
#UNUSEABLE		

From	To	MEA
§ 95.6058 VOR Federal Airway V58 Is Amended To Read in Part		
HELON, NY FIX	KINGSTON, NY VOR/DME	4000
Is Amended To Delete		
WILLIAMSPORT, PA VOR/DME	LOPEZ, PA FIX	4500
LOPEZ, PA FIX	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	KINGSTON, NY VOR/DME	4000
§ 95.6066 VOR Federal Airway V66 Is Amended To Read in Part		
RALEIGH/DURHAM, NC VORTAC	FRANKLIN, VA VORTAC	2600
§ 95.6093 VOR Federal Airway V93 Is Amended To Read in Part		
WILKES-BARRE, PA VORTAC	LAAYK, PA FIX.	
NE BND		*5000
SW BND		*4000
*4000—MOCA		
HELON, NY FIX	KINGSTON, NY VOR/DME	4000
Is Amended To Delete		
WILKES–BARRE, PA VORTAC	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	HELON, NY FIX	4000
§ 95.6106 VOR Federal Airway V106 Is Amended To Read in Part		
WILKES–BARRE, PA VORTAC	LAAYK, PA FIX.	
NE BND		*5000
SW BND		*4000
*4000—MOCA		
Is Amended To Delete		
WILKES–BARRE, PA VORTAC	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	WEARD, NY FIX	4000
WEARD, NY FIX	WEETS, NY FIX	6000
		MAA—14500
WEETS, NY FIX	PAWLING, NY VOR/DME.	
W BND		6000
E BND		4000
PAWLING, NY VOR/DME	COBOL, MA FIX	*4000
*3500—MOCA		
COBOL, MA FIX	BARNES, MA VORTAC	3500
§ 95.6126 VOR Federal Airway V126 Is Amended To Delete		
STONYFORK, PA VOR/DME	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	SPARTA, NJ VORTAC	4000
§ 95.6129 VOR Federal Airway V129 Is Amended To Read in Part		
SPINNER, IL VORTAC	PEORIA, IL VORTAC	2500
§ 95.6140 VOR Federal Airway V140 Is Amended To Read in Part		
PANHANDLE, TX VORTAC	ZESUS, TX FIX	*5800
*4900—MOCA		
ZESUS, TX FIX	SAYRE, OK VORTAC.	
E BND		*5000
W BND		*5800
*4500—MOCA		
§ 95.6149 VOR Federal Airway V149 Is Amended To Delete		
MAZIE, PA FIX	ALLENTOWN, PA VORTAC	#*6000
*3000—GNSS MEA		
#ALLENTOWN R–157 UNUSABLE		
ALLENTOWN, PA VORTAC	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	BINGHAMTON, NY VORTAC	4000

From	To	MEA
Is Amended To Read in Part		
ALLENTOWN, PA VORTAC *4000—MOCA	BINGHAMTON, NY VORTAC	*5000
§ 95.6153 VOR Federal Airway V153 Is Amended To Delete		
LAKE HENRY, PA VORTAC	GROWS, NY FIX	4500
GROWS, NY FIX *3800—MOCA *4000—GNSS MEA	GEORGETOWN, NY VORTAC	*4500
GEORGETOWN, NY VORTAC	SYRACUSE, NY VORTAC	4000
§ 95.6194 VOR Federal Airway V194 Is Amended To Read in Part		
COLLEGE STATION, TX VORTAC *2000—MOCA *2000—GNSS MEA	PRARI, TX FIX	*7000
PRARI, TX FIX *7000—MCA SEALY, TX FIX, NW BND **3500—MOCA **3500—GNSS MEA	*SEALY, TX FIX	**7000
§ 95.6212 VOR Federal Airway V212 Is Amended To Read in Part		
JOHON, LA FIX *2000—MOCA	SETTA, MS FIX	*4000
SETTA, MS FIX *2000—MOCA	MC COMB, MS VORTAC	*3000
§ 95.6216 VOR Federal Airway V216 Is Amended To Read in Part		
JANESVILLE, WI VOR/DME #UNUSEABLE	WIPED, WI FIX	#
WIPED, WI FIX #UNUSEABLE	PETTY, WI FIX	#
PETTY, WI FIX #UNUSEABLE	SQUIB, MI FIX	#
SQUIB, MI FIX #UNUSEABLE	MUSKEGON, MI VORTAC	#
§ 95.6245 VOR Federal Airway V245 Is Amended To Read in Part		
NATCHEZ, MS VOR/DME	MAGNOLIA, MS VORTAC	3500
§ 95.6270 VOR Federal Airway V270 Is Amended To Read in Part		
BINGHAMTON, NY VORTAC	DELANCEY, NY VOR/DME	4500
§ 95.6345 VOR Federal Airway V345 Is Amended To Delete		
HAYWARD, WI VOR/DME *6000—MRA *10000—MCA GRASS, WI FIX, SW BND **3000—MOCA **4000—GNSS MEA #HAYWARD UNUSABLE BELOW 10000	*GRASS, WI FIX	#**10000
*GRASS, WI FIX *6000—MRA **2900—MOCA **3000—GNSS MEA	ASHLAND, WI VOR/DME	**4000
§ 95.6408 VOR Federal Airway V408 Is Amended To Delete		
ALLENTOWN, PA VORTAC	LAKE HENRY, PA VORTAC	4000
LAKE HENRY, PA VORTAC	PRNCE, NY FIX	6000 MAA— 15000
PRNCE, NY FIX	SAGES, NY FIX	6400 MAA— 15000
§ 95.6449 VOR Federal Airway V449 Is Amended To Delete		
MILTON, PA VORTAC	MEGSS, PA FIX	#3500

From	To	MEA
#GNSS MEA		
MEGSS, PA FIX	LAKE HENRY, PA VORTAC	#4000
#GNSS MEA		
LAKE HENRY, PA VORTAC	DELANCEY, NY VOR/DME	4300
DELANCEY, NY VOR/DME	ALBANY, NY VORTAC	5000
§ 95.6494 VOR Federal Airway V494 Is Amended To Read in Part		
SANTA ROSA, CA VOR/DME	POPES, CA FIX	5000
POPES, CA FIX	*RAGGS, CA FIX	5100
*8500—MRA		
*RAGGS, CA FIX	SACRAMENTO, CA VORTAC	5100
*8500—MRA		
§ 95.6548 VOR Federal Airway V548 Is Amended To Read in Part		
HOBBY, TX VOR/DME	*SEALY, TX FIX	2000
*7000—MCA SEALY, TX FIX, NW BND		
SEALY, TX FIX	PRARI, TX FIX	*7000
*3500—MOCA		
*3500—GNSS MEA		
PRARI, TX FIX	COLLEGE STATION, TX VORTAC	*7000
*2000—MOCA		
*2000—GNSS MEA		
§ 95.6566 VOR Federal Airway V566 Is Amended To Read in Part		
MUSHE, LA FIX	FISTY, LA FIX	*4000
*1700—MOCA		
FISTY, LA FIX	*WRACK, LA FIX	#
*4000—MRA		
#ALEXANDRIA R–106 UNUSABLE BEYOND 48 NM		
#UNUSABLE		
§ 95.6569 VOR Federal Airway V569 Is Amended To Read in Part		
FRANKSTON, TX VOR/DME	CEDAR CREEK, TX VORTAC	2500
§ 95.6615 VOR Federal Airway V615 Is Amended To Read in Part		
RALEIGH/DURHAM, NC VORTAC	DUFFI, NC FIX	2600
§ 95.6436 ALASKA VOR Federal Airway V436 Is Amended To Read in Part		
CHANDALAR LAKE, AK NDB	*ARTIC, AK FIX	10000
*7000—MCA ARTIC, AK FIX, SE BND		
ARTIC, AK FIX	PIPET, AK FIX.	
	SE BND	*10000
	NW BND	*6000
*4500—MOCA		
*5000—GNSS MEA		
PIPET, AK FIX	BIXER, AK FIX.	
	SE BND	*10000
	NW BND	*5000
*3900—MOCA		
*4000—GNSS MEA		
BIXER, AK FIX	ARCON, AK FIX.	
	SE BND	10000
	NW BND	3000
ARCON, AK FIX	DEADHORSE, AK VOR/DME.	
	SE BND	10000
	NW BND	2000
§ 95.6438 ALASKA VOR Federal Airway V438 Is Amended To Read in Part		
RIGGS, AK FIX	OILEE, AK FIX.	
	SE BND	10000
	NW BND	8000
OILEE, AK FIX	WIMAN, AK FIX.	
	SE BND	10000
	NW BND	5000
WIMAN, AK FIX	UVALL, AK FIX.	
	SE BND	*10000
	NW BND	*4000
*3200—MOCA		

From	To	MEA
UVALL, AK FIX	DEADHORSE, AK VOR/DME.	
	SE BND	10000
	NW BND	2000
DEADHORSE, AK VOR/DME	OOSIK, AK FIX.	
	W BND	*6000
	E BND	*2000
*1300—MOCA		
TUNDA, AK FIX	BARROW, AK VOR/DME.	
	E BND	*6000
	W BND	*3000
*1500—MOCA		

§ 95.6447 ALASKA VOR Federal Airway V447 Is Amended To Read in Part

*DOMEY, AK FIX	TATTA, AK FIX.	
	NW BND	**11000
	SE BND	**7000
*7000—MRA		
**5400—MOCA		

§ 95.6504 ALASKA VOR Federal Airway V504 Is Amended To Read in Part

DERIK, AK FIX	MUKTU, AK FIX.	
	S BND	*10000
	N BND	*7000
*3800—MOCA		
MUKTU, AK FIX	SHELO, AK FIX.	
	S BND	*10000
	N BND	*5000
*3000—MOCA		
SHELO, AK FIX	DEADHORSE, AK VOR/DME.	
	S BND	10000
	N BND	2000

From	To	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7036 Jet Route J36 Is Amended To Delete			
FLINT, MI VORTAC	U.S. CANADIAN BORDER	18000	45000
U.S. CANADIAN BORDER	DUNKIRK, NY VORTAC	18000	45000
DUNKIRK, NY VORTAC	MTCAF, PA FIX	31000	45000
MTCAF, PA FIX	LAKE HENRY, PA VORTAC	18000	37000
LAKE HENRY, PA VORTAC	SPARTA, NJ VORTAC	18000	45000
§ 95.7068 Jet Route J68 Is Amended To Delete			
FLINT, MI VORTAC	U.S. CANADIAN BORDER	18000	45000
U.S. CANADIAN BORDER	DUNKIRK, NY VORTAC	18000	45000

Airway segment		Changeover points	
From	To	Distance	From
§ 95.8003 VOR Federal Airway Changeover Point			
V2 Is Amended To Modify Changeover Point			
BADGER, WI VORTAC	MUSKEGON, MI VORTAC	56	BADGER.
V216 Is Amended To Delete Changeover Point			
JANESVILLE, WI VOR/DME	MUSKEGON, MI VORTAC	92	JANESVILLE.
V245 Is Amended To Add Changeover Point			
NATCHEZ, MS VOR/DME	MAGNOLIA, MS VORTAC	25	NATCHEZ.

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