

AAL AK D King Salmon, AK [Revised]

King Salmon, King Salmon Airport, AK
(Lat. 58°40'35" N., long. 156°38'55" W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.4-mile radius of the King Salmon Airport, AK. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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*Paragraph 6002 Class E Airspace
Designated as Surface Areas.*

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AAL AK E2 King Salmon, AK [Revised]

King Salmon, King Salmon Airport, AK
(Lat. 58°40'35" N., long. 156°38'55" W.)

Within a 4.4-mile radius of the King Salmon Airport, AK. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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*Paragraph 6004 Class E Airspace Areas
Designated as an Extension to a Class D
Surface Area.*

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AAL AK E4 King Salmon, AK [Revised]

King Salmon, King Salmon Airport, AK
(Lat. 58°40'35" N., long. 156°38'55" W.)

That airspace extending upward from the surface within 4 miles either side of the 312° bearing from the King Salmon Airport, AK, to 10.7 miles northwest of the King Salmon Airport, AK.

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

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AAL AK E5 King Salmon, AK [Revised]

King Salmon, King Salmon Airport, AK
(Lat. 58°40'35" N., long. 156°38'55" W.)

King Salmon VORTAC
(Lat. 58°43'29" N., long. 156°45'08" W.)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the King Salmon Airport, AK, and within 5 miles north and 9 miles south of the 132° radial of the King Salmon VORTAC, AK, extending from the King Salmon VORTAC, AK, to 36 miles southeast of the King Salmon VORTAC, AK, and within 3.9 miles either side of the 312° radial of the King Salmon VORTAC, AK, extending from the 6.9-mile radius to 13.9 miles northwest of the King Salmon VORTAC, AK; and that airspace extending upward from 1,200 feet above the surface within a 73-mile radius of the King Salmon Airport, AK.

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Issued in Anchorage, AK, on February 13, 2009.

James L. Krause,

*Acting Manager, Alaska Flight Services
Information Area Group.*

[FR Doc. E9-3825 Filed 2-23-09; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30653; Amdt. No. 479]

**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, March 12, 2009.

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 February 13, 2009.

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, March 12, 2009.

■ 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 479 effective date March 12, 2009]

From	To	MEA	MAA
§ 95.4000 High Altitude RNAV Routes is Added to Read			
§ 95.4254 RNAV Route T254			
LAKE CHARLES, LA VORTAC	CREPO, TX FIX	2200	10000
CREPO, TX FIX	EAKES, TX FIX	3100	10000
EAKES, TX FIX	COLLEGE STATION, TX VORTAC	3000	10000
COLLEGE STATION, TX VORTAC	CENTEX, TX VORTAC	*3000	10000
*2100—MOCA.			
From	To	MEA	
§ 95.6001 Victor Routes—U.S. is Amended to Read in Part			
§ 95.6002 VOR Federal Airway V2			
JAMESTOWN, ND VOR/DME	*CHAFE, ND FIX	3300	
*6000—MRA			
§ 95.6012 VOR Federal Airway V12 is Amended to Read in Part			
ALLEGHENY, PA VOR/DME	MILWO, PA FIX	4000	
§ 95.6014 VOR Federal Airway V14 is Amended to Read in Part			
#BUFFALO, NY VOR/DME	GENESEO, NY VOR/DME	4000	
#BUF R-106 UNUSABLE			
§ 95.6018 VOR Federal Airway V18 is Amended to Read in Part			
LASHE, SC FIX	NORMS, SC FIX	*3000	
*2100—MOCA			
§ 95.6026 VOR Federal Airway V26 is Amended to Read in Part			
CHEROKEE, WY VOR/DME	*ALCOS, WY FIX	11600	
*9900—MRA	MUDDY MOUNTAIN, WY VORTAC	
*ALCOS, WY FIX	NE BND	**8400	
	SW BND	**9700	
*9900—MRA			
**7900—MOCA			
§ 95.6037 VOR Federal Airway V37 is Amended to Read in Part			
ALLENDALE, SC VOR	COLUMBIA, SC VORTAC	*3000	
*2000—GNSS MEA			
§ 95.6070 VOR Federal Airway V70 is Amended to Read in Part			
PALACIOS, TX VORTAC	SCHOLES, TX VORTAC	2600	
§ 95.6084 VOR Federal Airway V84 is Amended to Read in Part			
#BUFFALO, NY VOR/DME	GENESEO, NY VOR/DME	4000	
#BUF R-106 UNUSABLE			
§ 95.6129 VOR Federal Airway V129 is Amended to Read in Part			
EAU CLAIRE, WI VORTAC	DULUTH, MN VORTAC	*4000	
*3100—MOCA			
§ 95.6139 VOR Federal Airway V139 is Amended to Read in Part			
PLUME, NJ FIX	*KOPPY, NY FIX	**4000	
*5000—MRA			
**3000—MOCA			
**3000—GNSS MEA			
*KOPPY, NY FIX	BEADS, NY FIX	**4000	
*5000—MRA			
**3000—MOCA			
**3000—GNSS MEA			

From	To	MEA
§ 95.6170 VOR Federal Airway V170 is Amended to Read in Part		
WORTHINGTON, MN VOR/DME	FAIRMONT, MN VOR/DME	3300
§ 95.6250 VOR Federal Airway V250 is Amended to Read in Part		
WORTHINGTON, MN VOR/DME	MANKATO, MN VOR/DME	3400
§ 95.6268 VOR Federal Airway V268 is Amended to Read in Part		
PLUME, NJ FIX	*KOPPY, NY FIX	**4000
*5000—MRA		
**3000—MOCA		
**3000—GNSS MEA		
*KOPPY, NY FIX	BEADS, NY FIX	**4000
*5000—MRA		
**3000—MOCA		
**3000—GNSS MEA		
§ 95.6286 VOR Federal Airway V286 is Amended to Read in Part		
BROOKE, VA VORTAC	ZUNAR, VA FIX	3000
ZUNAR, VA FIX	GWYNN, VA FIX	2000
GWYNN, VA FIX	CAPE CHARLES, VA VORTAC	*2000
*1500—MOCA		
§ 95.6308 VOR Federal Airway V308 is Amended to Read in Part		
NOTTINGHAM, MD VORTAC	*BILIT, MD FIX	**6000
*6000—MCA BILIT, MD FIX, W BND		
**1600—MOCA		
**2000—GNSS MEA		
BILIT, MD FIX	WATERLOO, DE VOR/DME	*2000
*1500—MOCA		
PLUME, NJ FIX	*KOPPY, NY FIX	**4000
*5000—MRA		
**3000—MOCA		
**3000—GNSS MEA		
*KOPPY, NY FIX	BEADS, NY FIX	**4000
*5000—MRA		
**3000—MOCA		
**3000—GNSS MEA		
§ 95.6345 VOR Federal Airway V345 is Amended to Read in Part		
EAU CLAIRE, WI VORTAC	*HOMLO, WI FIX	**5200
*10000—MRA		
**3100—MOCA		
**4000—GNSS MEA		
*HOMLO, WI FIX	HAYWARD, WI VOR/DME	**10000
*10000—MRA		
**3100—MOCA		
**4000—GNSS MEA		
HAYWARD, WI VOR/DME	*GRASS, WI FIX	##10000
*6000—MRA		
**3000—MOCA		
**4000—GNSS MEA		
#UNUSABLE BELOW 10000		
*GRASS, WI FIX	ASHLAND, WI VOR/DME	**4000
*6000—MRA		
**2900—MOCA		
**3000—GNSS MEA		
§ 95.6362 VOR Federal Airway V362 is Amended to Read in Part		
BRUNSWICK, GA VORTAC	*HABLE, GA FIX	**3000
*10000—MCA HABLE, GA FIX, NW BND		
**1700—MOCA		
HABLE, GA FIX	ALMA, GA VORTAC	*10000
*1700—MOCA		
*3000—GNSS MEA		
§ 95.6394 VOR Federal Airway V394 is Amended to Read in Part		
DAGGETT, CA VORTAC	OASYS, NV FIX	*12000

From	To	MEA
*9500—MOCA *10000—GNSS MEA		
§ 95.6500 VOR Federal Airway V500 is Amended to Read in Part		
NEWBERG, OR VOR/DME	GLARA, OR FIX	4000
GLARA, OR FIX	*HARZL, OR FIX	
	W BND	**7200
	E BND	**10000
*7200—MRA **6600—MOCA **7000—GNSS MEA		
*HARZL, OR FIX	RATZZ, OR FIX	
	E BND	**10000
	W BND	**8000
*7200—MRA **7400—MOCA **8000—GNSS MEA		
RATZZ, OR FIX	*GASHE, OR FIX	**10000
*10000—MRA **8000—MOCA **8000—GNSS MEA		
*GASHE, OR FIX	KIMBERLY, OR VORTAC	**9200
*10000—MRA **8200—MOCA		
§ 95.6510 VOR Federal Airway V510 is Amended to Read in Part		
JAMESTOWN, ND VOR/DME	*CHAFE, ND FIX	3300
*6000—MRA		
§ 95.6562 VOR Federal Airway V562 is Amended to Read in Part		
*FERER, AZ FIX	DRAKE, AZ VORTAC	**10000
*12000—MRA **9200—MOCA		
§ 95.6567 VOR Federal Airway V567 is Amended to Read in Part		
*FERER, AZ FIX	WINSLOW, AZ VORTAC	**14000
*12000—MRA **10000—GNSS MEA		
§ 95.6589 VOR Federal Airway V589 is Amended to Read in Part		
MEDICINE BOW, WY VOR/DME	*ALCOS, WY FIX	9900
*9900—MRA		
*ALCOS, WY FIX	MUDDY MOUNTAIN, WY VORTAC	
	NE BND	**8400
	SW BND	**9700
*9900—MRA **7900—MOCA		
§ 95.6605 VOR Federal Airway V605 is Amended to Read in Part		
HOLSTON MOUNTAIN, TN VORTAC	*GENOD, NC FIX	8500
*15000—MRA		
*GENOD, NC FIX	SPARTANBURG, SC VORTAC	**15000
*15000—MRA **4200—MOCA **5000—GNSS MEA		
§ 95.6319 Alaska VOR Federal Airway V319 is Amended to Read in Part		
EYAKS, AK FIX	*JOHNSTONE POINT, AK VOR/DME	5000
*4800—MCA JOHNSTONE POINT, AK VOR/DME , E BND		
JOHNSTONE POINT, AK VOR/DME	*EDELE, AK FIX	4400
*8000—MCA EDELE, AK FIX , W BND		
EDELE, AK FIX	WILER, AK FIX	
	W BND	*10000
	E BND	*8000
*5900—MOCA *6000—GNSS MEA		

From		To		MEA	MAA
§ 95.7001 Jet Routes					
§ 95.7042 Jet Route J42 is Amended to Read in Part					
FOUNT, KY FIX *18000—GNSS MEA		TONIO, KY FIX		*20000	35000
TONIO, KY FIX *18000—GNSS MEA #BKW R-257 UNSUSABLE.		#BECKLEY, WV VORTAC		*18000	35000
§ 95.7083 Jet Route J83 is Amended to Read in Part					
#APPLETON, OH VORTAC #APE R-021 UNSUSABLE.		DRYER, OH VOR/DME		18000	45000
Airway segment				Changeover points	
From		To		Distance	From
§ 95.8003 VOR Federal Airway Changeover Points is Amended to Delete Changeover Point					
ROCHESTER, NY VOR/DME		ROCHESTER, NY VOR/DME		13	Rochester
V20 is Amended to Add Changeover Point					
PALACIOS, TX VORTAC		HOBBY, TX VOR/DME		41	Palacios
V166 is Amended to Add Changeover Point					
WESTMINSTER, MD VORTAC		DUPONT, DE VORTAC		40	Westminster

[FR Doc. E9-3914 Filed 2-23-09; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

14 CFR Part 97

[Docket No. 30650; Amdt. No. 3307]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures 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, adding new obstacles, or changing 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: This rule is effective February 24, 2009. The compliance date for each

SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 24, 2009.

ADDRESSES: Availability of matter 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;
- 3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or
- 4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

*Availability—*All SIAPs are available online free of charge. Visit <http://nfdc.faa.gov> to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

- 1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT: Harry J. Hodges, Flight Procedure Standards Branch (AFS-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 rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and