

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31066; Amdt. No. 525]

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.

EFFECTIVE DATE: 0901 UTC, March 31, 2016.

FOR FURTHER INFORMATION CONTACT: Richard A. Dunham, 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, D.C. on February 26, 2016.

John Duncan
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 10, 2016.

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 525
EFFECTIVE DATE March 31, 2016**

§95.4000 HIGH ALTITUDE RNAV ROUTES

§95.4070 RNAV ROUTE Q70

| FROM | TO | MEA | MAA |
|-------------------------|----------------------|------------|------------|
| IS ADDED TO READ | | | |
| HAILO, CA WP | LAS VEGAS, NV VORTAC | *18000 | 45000 |
| *18000 - GNSS MEA | | | |
| LAS VEGAS, NV VORTAC | IFEYE, NV WP | *20000 | 45000 |
| *18000 - GNSS MEA | | | |
| IFEYE, NV WP | BLIPP, NV WP | *20000 | 45000 |
| *18000 - GNSS MEA | | | |
| BLIPP, NV WP | EEVUN, UT WP | *20000 | 45000 |
| *18000 - GNSS MEA | | | |
| EEVUN, UT WP | BLOBB, UT WP | *20000 | 45000 |
| *18000 - GNSS MEA | | | |
| BLOBB, UT WP | BAWER, UT WP | *22000 | 45000 |
| *18000 - GNSS MEA | | | |
| BAWER, UT WP | SAKES, UT FIX | *22000 | 45000 |
| *18000 - GNSS MEA | | | |

§95.4073 RNAV ROUTE Q73

| FROM | TO | MEA | MAA |
|-------------------------|--------------|------------|------------|
| IS ADDED TO READ | | | |
| MOMAR, CA FIX | CABIC, CA WP | *18000 | 45000 |
| *GNSS REQUIRED | | | |
| CABIC, CA WP | CHADT, CA WP | *18000 | 45000 |
| *GNSS REQUIRED | | | |
| CHADT, CA WP | LVELL, CA WP | *18000 | 45000 |

| | | | |
|---------------------------------|---------------|--------|-------|
| *GNSS REQUIRED LVELL, CA WP | HAKMN, NV WP | *18000 | 45000 |
| *GNSS REQUIRED HAKMN, NV WP | ZZYZX, NV WP | *18000 | 45000 |
| *GNSS REQUIRED ZZYZX, NV WP | LAKRR, NV WP | *18000 | 45000 |
| *GNSS REQUIRED LAKRR, NV WP | GUNTR, AZ WP | *18000 | 45000 |
| *GNSS REQUIRED GUNTR, AZ WP | ZAINY, AZ WP | *18000 | 45000 |
| *GNSS REQUIRED ZAINY, AZ WP | EEVUN, UT WP | *18000 | 45000 |
| *GNSS REQUIRED EEVUN, UT WP | WINEN, UT WP | *18000 | 45000 |
| *GNSS REQUIRED WINEN, UT WP | CRITO, NV WP | *18000 | 45000 |
| *GNSS REQUIRED CRITO, NV WP | BROPH, ID WP | *18000 | 45000 |
| *GNSS REQUIRED BROPH, ID WP | DERSO, ID FIX | *18000 | 45000 |
| *GNSS REQUIRED DERSO, ID FIX | SAWTT, ID WP | *18000 | 45000 |
| *GNSS REQUIRED SAWTT, ID WP | ZATIP, ID FIX | *18000 | 45000 |
| *GNSS REQUIRED ZATIP, ID FIX | CORDU, ID FIX | *18000 | 45000 |

§95.4074 RNAV ROUTE Q74

| FROM | TO | MEA | MAA |
|--|-------------------------|------------|------------|
| IS ADDED TO READ NATEE, NV WP *18000 - GNSS MEA | BOULDER CITY, NV VORTAC | *18000 | 45000 |
| BOULDER CITY, NV VORTAC *18000 - GNSS MEA | ZAINY, AZ WP | *20000 | 45000 |
| ZAINY, AZ WP *18000 - GNSS MEA | FIZZL, AZ WP | *20000 | 45000 |
| FIZZL, AZ WP *18000 - GNSS MEA | GARDD, UT WP | *20000 | 45000 |
| GARDD, UT WP *18000 - GNSS MEA | DEANN, UT WP | *20000 | 45000 |

§95.4078 RNAV ROUTE Q78

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ MARUE, NV WP *18000 - GNSS MEA | DUGGN, AZ WP | *24000 | 45000 |
| DUGGN, AZ WP *18000 - GNSS MEA | TOADD, AZ WP | *24000 | 45000 |

§95.4086 RNAV ROUTE Q86

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ TTRUE, AZ WP *18000 - GNSS MEA | YORRK, AZ WP | *18000 | 45000 |
| YORRK, AZ WP *18000 - GNSS MEA | SCHLS, AZ WP | *20000 | 45000 |
| SCHLS, AZ WP *18000 - GNSS MEA | CUTRO, AZ WP | *20000 | 45000 |
| CUTRO, AZ WP *18000 - GNSS MEA | VALEQ, AZ WP | *20000 | 45000 |
| VALEQ, AZ WP *18000 - GNSS MEA | PLNDL, AZ WP | *20000 | 45000 |

§95.4088 RNAV ROUTE Q88

| FROM | TO | MEA | MAA |
|--|---------------|------------|------------|
| IS ADDED TO READ HAKMN, NV WP *18000 - GNSS MEA | ZZYZX, NV WP | *19000 | 45000 |
| ZZYZX, NV WP *18000 - GNSS MEA | LAKRR, NV WP | *22000 | 45000 |
| LAKRR, NV WP *18000 - GNSS MEA | NOOTN, AZ FIX | *22000 | 45000 |
| NOOTN, AZ FIX *18000 - GNSS MEA | GARDD, UT WP | *22000 | 45000 |
| GARDD, UT WP *18000 - GNSS MEA | VERKN, UT WP | *22000 | 45000 |
| VERKN, UT WP *18000 - GNSS MEA | PROMT, UT WP | *22000 | 45000 |
| PROMT, UT WP *18000 - GNSS MEA | CHESZ, UT WP | *22000 | 45000 |

§95.4090 RNAV ROUTE Q90

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ DNERO, CA WP *18000 - GNSS MEA | ESGEE, NV WP | *20000 | 45000 |
| ESGEE, NV WP *18000 - GNSS MEA | AREAF, AZ WP | *20000 | 45000 |
| AREAF, AZ WP *18000 - GNSS MEA | JASSE, AZ WP | *20000 | 45000 |

§95.4094 RNAV ROUTE Q94

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ WELUM, NV WP *18000 - GNSS MEA | MNGGO, AZ WP | *22000 | 45000 |
| MNGGO, AZ WP *18000 - GNSS MEA | ROOLL, AZ WP | *22000 | 45000 |

§95.4096 RNAV ROUTE Q96

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ PURSE, NV WP *18000 - GNSS MEA | DODDL, NV WP | *22000 | 45000 |
| DODDL, NV WP *18000 - GNSS MEA | BFUNE, AZ WP | *22000 | 45000 |
| BFUNE, AZ WP *18000 - GNSS MEA | GUNTR, AZ WP | *18000 | 45000 |
| GUNTR, AZ WP *18000 - GNSS MEA | PIIXR, AZ WP | *22000 | 45000 |
| PIIXR, AZ WP *18000 - GNSS MEA | FIZZL, AZ WP | *22000 | 45000 |
| FIZZL, AZ WP *18000 - GNSS MEA | BAWER, UT WP | *22000 | 45000 |
| BAWER, UT WP *18000 - GNSS MEA | ROCCY, UT WP | *22000 | 45000 |
| ROCCY, UT WP *18000 - GNSS MEA | SARAF, UT WP | *22000 | 45000 |
| SARAF, UT WP *18000 - GNSS MEA | KIMMR, UT WP | *22000 | 45000 |

§95.4098 RNAV ROUTE Q98

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ HAKMN, NV WP *18000 - GNSS MEA | ZZYZX, NV WP | *18000 | 45000 |
| ZZYZX, NV WP *18000 - GNSS MEA | LAKRR, NV WP | *18000 | 45000 |
| LAKRR, NV WP *18000 - GNSS MEA | DUZIT, AZ WP | *20000 | 45000 |
| DUZIT, AZ WP *18000 - GNSS MEA | EEEZY, AZ WP | *24000 | 45000 |
| EEEZY, AZ WP *18000 - GNSS MEA | PEEWE, AZ WP | *24000 | 45000 |

§95.4114 RNAV ROUTE Q114

| FROM | TO | MEA | MAA |
|--|-------------------------|------------|------------|
| IS ADDED TO READ NATEE, NV WP *18000 - GNSS MEA | BOULDER CITY, NV VORTAC | *18000 | 45000 |
| BOULDER CITY, NV VORTAC *18000 - GNSS MEA | ZAINY, AZ WP | *20000 | 45000 |
| ZAINY, AZ WP *18000 - GNSS MEA | AHOWW, UT WP | *20000 | 45000 |
| AHOWW, UT WP *18000 - GNSS MEA | BAWER, UT WP | *24000 | 45000 |
| BAWER, UT WP *18000 - GNSS MEA | BUGGG, UT WP | *24000 | 45000 |

§95.4168 RNAV ROUTE Q168

| FROM | TO | MEA | MAA |
|--|--------------|------------|------------|
| IS ADDED TO READ FNNDA, CA WP *18000 - GNSS MEA | SHIVA, AZ WP | *21000 | 45000 |
| SHIVA, AZ WP *18000 - GNSS MEA | KRINA, AZ WP | *21000 | 45000 |
| KRINA, AZ WP *18000 - GNSS MEA | JASSE, AZ WP | *21000 | 45000 |

§95.4842 RNAV ROUTE Q842

| FROM | TO | MEA | MAA |
|---|--------------------|------------|------------|
| IS ADDED TO READ BEALE, NV WP *GNSS REQUIRED | BLIPP, NV WP | *18000 | 45000 |
| BLIPP, NV WP *GNSS REQUIRED | WINEN, UT WP | *18000 | 45000 |
| WINEN, UT WP *GNSS REQUIRED | TABLL, UT WP | *18000 | 45000 |
| TABLL, UT WP *GNSS REQUIRED | PICHO, UT WP | *18000 | 45000 |
| PICHO, UT WP *GNSS REQUIRED | PATIO, UT WP | *18000 | 45000 |
| PATIO, UT WP *GNSS REQUIRED | PROXI, UT WP | *18000 | 45000 |
| PROXI, UT WP *GNSS REQUIRED | VAANE, MT WP | *18000 | 45000 |
| VAANE, MT WP *GNSS REQUIRED | KEETA, MT WP | *18000 | 45000 |
| KEETA, MT WP *GNSS REQUIRED | US CANADIAN BORDER | *18000 | 45000 |

§95.6001 VICTOR ROUTES-U.S

§95.6248 VOR FEDERAL AIRWAY V196

| FROM | TO | MEA |
|---|---------------|------------------------|
| IS AMENDED TO READ IN PART SARANAC LAKE, NY VOR/DME | RIGID, NY FIX | 5000 |
| IS AMENDED TO DELETE 5000 | RIGID, NY FIX | PLATTSBURGH, NY VORTAC |

§95.6248 VOR FEDERAL AIRWAY V248

| FROM | TO | MEA |
|-----------------------------------|--------------------|------------|
| IS AMENDED TO READ IN PART | | |
| AVENAL, CA VORTAC | SCRAP, CA FIX | *4000 |
| *3200 - MOCA | | |
| SCRAP, CA FIX | SHAFTER, CA VORTAC | *4000 |
| | W BND | *3000 |
| | E BND | |
| *3000 - MOCA | | |

§95.6248 VOR FEDERAL AIRWAY V489

| FROM | TO | MEA |
|-----------------------------|------------------------|------------|
| IS AMENDED TO DELETE | | |
| GLENS FALLS, NY VORTAC | *FAIRB, NY FIX | 6000 |
| *8000 - MRA | | |
| FAIRB, NY FIX | LEAFY, NY FIX | |
| *8000 | | |
| *6000 - GNSS MEA | | |
| LEAFY, NY FIX | KEESE, NY FIX | 5200 |
| KEESE, NY FIX | PLATTSBURGH, NY VORTAC | 3300 |

§95.7001 JET ROUTES

§95.7477 JET ROUTE J6

| FROM | TO | MEA | MAA |
|-----------------------------|------------------------|------------|------------|
| IS AMENDED TO DELETE | | | |
| ALBANY, NY VORTAC | PLATTSBURGH, NY VORTAC | 18000 | 45000 |

§95.7477 JET ROUTE J97

| FROM | TO | MEA | MAA |
|-----------------------------|------------------------|------------|------------|
| IS AMENDED TO DELETE | | | |
| BOSTON, MA VOR/DME | PLATTSBURGH, NY VORTAC | | |
| 18000 | | | |
| 45000 | | | |

§95.7477 JET ROUTE J222

| FROM | TO | MEA | MAA |
|-----------------------------|------------------------|------------|------------|
| IS AMENDED TO DELETE | | | |
| CAMBRIDGE, NY VOR/DME | PLATTSBURGH, NY VORTAC | 18000 | 45000 |

§95.7477 JET ROUTE J477

| | | | |
|--|----------------------|------------|------------|
| FROM | TO | MEA | MAA |
| IS AMENDED TO DELETE GLASGOW, MT VOR/DME | U.S. CANADIAN BORDER | 18000 | 45000 |

§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINT

| AIRWAY SEGMENT | | CHANGEOVER POINTS | |
|--|------------------------|--------------------------|-------------|
| FROM | TO | DISTANCE | FROM |
| IS AMENDED TO DELETE CHANGEOVER POINT | | | |
| GLENS FALLS, NY VORTAC | PLATTSBURGH, NY VORTAC | 21 | GLENS FALLS |