

Message 338, dated February 23, 2009; and Bombardier Repair Drawing 8/4-32-099, Issue 1, dated March 10, 2009; is specified only on the first page of the documents.) Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009, contains the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1-8 .....	B	March 5, 2009.
9-22 .....	B	March 10, 2009.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For Bombardier service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail [thd.qseries@aero.bombardier.com](mailto:thd.qseries@aero.bombardier.com); Internet <http://www.bombardier.com>. For Goodrich service information identified in this AD, contact Goodrich Corporation, Landing Gear, 1400 South Service Road, West Oakville L6L 5Y7, Ontario, Canada; telephone 905-825-1568; e-mail [jean.breed@goodrich.com](mailto:jean.breed@goodrich.com); Internet <http://www.goodrich.com/TechPubs>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on April 8, 2009.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. E9-8995 Filed 4-20-09; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30662; Amdt. No. 480]

#### 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, May 7, 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 April 14, 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, May 07, 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 as follows:

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINTS

[Amendment 480 effective date May 7, 2009]

From	To	MEA
<b>Color Routes</b>		
<b>§ 95.60 Blue Federal Airway B7 is added to Read</b>		
Cape Newenham, AK NDB/DME .....	Oscarville, AK NDB .....	4600
<b>§ 95.1001 Direct Routes—U.S. Atlantic Routes—A555 is Amended to Read in Part</b>		
GRADI, IB FIX .....	Cocbu, IB FIX .....	*2000
*1300—MOCA		
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6020 VOR Federal Airway V20 is Amended to Read in Part</b>		
Palacios, TX VORTAC .....	*Magus, TX FIX .....	1800
*3000—MRA		
*Magus, TX FIX .....	Keeds, TX FIX .....	1700
*3000—MRA		
<b>§ 95.6036 VOR Federal Airway V36 is Amended to Read in Part</b>		
U.S. Canadian Border .....	#Buffalo, NY VOR/DME .....	*6000
*2700—MOCA		
*3000—GNSS MEA		
#R—314 Unusable Below 6000		
<b>§ 95.6084 VOR Federal Airway V84 is Amended to Read in Part</b>		
U.S. Canadian Border .....	#Buffalo, NY VOR/DME .....	*6000
*2400—MOCA		
*3000—GNSS MEA		
#R—282 Unusable Below 6000		
<b>§ 95.6109 VOR Federal Airway V109 is Amended to Read in Part</b>		
Volta, CA FIX .....	#Manteca, CA VORTAC .....	*3000
*3000—GNSS MEA		
#R—147 Unusable		
<b>§ 95.6113 VOR Federal Airway V113 is Amended to Read in Part</b>		
Volta, CA FIX .....	#Manteca, CA VORTAC .....	##3000
*3000—GNSS MEA		
#R—147 Unusable		
<b>§ 95.6132 VOR Federal Airway V132 is Amended to Read in Part</b>		
*Ranso, KS FIX .....	Disks, KS FIX .....	**10000
*10000—MRA		
**4400—MOCA		
<b>§ 95.6164 VOR Federal Airway V164 is Amended to Read in Part</b>		
U.S. Canadian Border .....	*Bulge, NY FIX .....	3100
*6000—MCA Bulge, NY FIX, S BND		
Bulge, NY FIX .....	Buffalo, NY VOR/DME .....	*6000
*2100—MOCA		
*3000—GNSS MEA		
<b>§ 95.6257 VOR Federal Airway V257 is Amended to Read in Part</b>		
*Banyo, AZ FIX .....	Coyot, AZ FIX .....	**9000
*6000—MRA		
**8100—MOCA		
Coyot, AZ FIX .....	Maier, AZ FIX .....	*10000
*9000—GNSS MEA		
Maier, AZ FIX .....	Drake, AZ VORTAC .....	10000
Drake, AZ VORTAC .....	*Bisop, AZ FIX .....	**10000

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS—Continued  
 [Amendment 480 effective date May 7, 2009]

From	To	MEA
*11000—MRA **8400—MOCA **9000—GNSS MEA		

**§ 95.6298 VOR Federal Airway V298 is Amended to Read in Part**

Dubois, ID VORTAC .....	*Sabat, ID FIX. W BND .....	**9000 **13000
*10000—MRA *11100—MCA Sabat, ID FIX, E BND **8100—MOCA *Sabat, ID FIX .....	Lamon, ID FIX. W BND .....	**10000 **13000
*10000—MRA **8100—MOCA	E BND .....	

**§ 95.6542 VOR Federal Airway V542 is Amended to Read in Part**

Cambridge, NY VOR/DME .....	*Jamma, VT FIX .....	6200
*5000—MCA Jamma, VT FIX, W BND		

**§ 95.6585 VOR Federal Airway V585 is Amended to Read in Part**

Volta, CA FIX .....	#Manteca, CA VORTAC .....	#*3000
*3000—GNSS MEA #R-147 Unusable		

From	To	MEA	MAA
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**§ 95.7001 Jet Routes**

**§ 95.7041 Jet Route J41 is Amended to Read in Part**

St Petersburg, FL VORTAC .....	Seminole, FL VORTAC .....	#*25000	*45000
*18000—GNSS MEA #MEA is established with a gap in navigation signal coverage.			

**§ 95.7043 Jet Route J43 is Amended to Read in Part**

St Petersburg, FL VORTAC .....	Seminole, FL VORTAC .....	#*25000	45000
*18000—GNSS MEA #MEA is established with a gap in navigation signal coverage.			

From	To	Changeover points	
		Distance	From

**§ 95.8003 VOR Federal Airway Changeover Points is Amended to Add Changeover Point**

Brooke, VA VORTAC .....	Cape Charles, VA VORTAC .....	22	Brooke
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[FR Doc. E9-8872 Filed 4-20-09; 8:45 am]

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