

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 November 14, 2003.

**James J. Ballough,**

*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.

■ 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 445 Effective Date December 25, 2003]

From	To	MEA	
§ 95.6058 VOR Federal Airway 58 is Amended to Read in Part			
Kingston, NY VOR/DME .....	Hartford, CT VOR/DME .....	3,200	
§ 95.6167 VOR Federal Airway 167 is Amended to Read in Part			
Hancock, NY VOR/DME .....	Helon, NY FIX .....	4,100	
Helon, NY FIX .....	Kingston, NY VOR/DME .....	4,000	
Kingston, NY VOR/DME .....	Hartford, CT VOR/DME .....	3,200	
Jewit, CT FIX .....	Providence, RI VORTAC .....	* 2,500	
* 2,000—MOCA			
Providence, RI VORTAC .....	Peake, MA FIX .....	* 2,500	
* 1,800—MOCA			
Peake, MA FIX .....	Marconi, MA VOR/DME .....	* 3,000	
* 1,600—MOCA			
§ 95.6454 VOR Federal Airway 454 is Amended to Read in Part			
Banbi, AL FIX .....	Columbus, GA VORTAC .....	* 2,400	
* 2,000—MOCA			
§ 95.8003 VOR Federal Airway Changeover Points—Airway Segment			
From	To	Changeover points	
		Distance	From
V-506 is Amended to Modify Changeover Point			
King Salmon, AK VORTAC .....	Bethel AK VORTAC .....	102	King Salm- on