

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Note 3: The subject of this AD is addressed in Civil Airworthiness Authority airworthiness directive AD 004-09-2000, dated September 19, 2000.

Effective Date of this AD

(f) This amendment becomes effective on October 11, 2001.

Issued in Burlington, Massachusetts, on September 18, 2001.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-24023 Filed 9-25-01; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. 30271; Amdt. No. 431]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The 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, November 1, 2001.

FOR FURTHER INFORMATION CONTACT:

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monorey 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 21, 2001.

Nicholas A. Sabatini,

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 amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS

[Amendment 431, Effective Date: November 1, 2001]

From	To	MEA
§ 95.6001 VICTOR ROUTES—U.S.		
§ 95.6010 VOR Federal Airway 10 Is Amended To Read in Part		
Youngstown, OH VORTAC	Volan, PA FIX	3000
Volan, PA FIX	Talls, PA FIX	*4000
*3100—MOCA		
Talls, PA FIX	Revloc, PA VOR/DME	4000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 431, Effective Date: November 1, 2001]

From	To	MEA
§ 95.6015 VOR Federal Airway 15 Is Amended To Read in Part		
Hobby, TX VOR/DME	Navasota, TX VORTAC	2100
§ 95.6020 VOR Federal Airway 20 Is Amended To Read in Part		
Palacios, TX VORTAC	Keeds, TX INT	1700
Keeds, TX INT	Hobby, TX VOR/DME	2500
Hobby, TX VOR/DME	Beaumont, TX VOR/DME	1800
§ 95.6035 VOR Federal Airway 35 Is Amended To Read in Part		
Ended, FL FIX	Cross City, FL VORTAC	*3000
*1500—MOCA		
§ 95.6066 VOR Federal Airway 66 Is Amended To Read in Part		
Pecos, TX VOR/DME	Midland, TX VORTAC	5000
§ 95.6093 VOR Federal Airway 93 Is Amended To Read in Part		
Vinny, PA FIX	Lancaster, PA VORTAC	*4500
*2600—MOCA		
§ 95.6157 VOR Federal Airway 157 Is Amended To Read in Part		
Ocala, FL VORTAC	Taylor, FL VORTAC	2000
§ 95.6161 VOR Federal Airway 161 Is Amended To Read in Part		
Llano, TX VORTAC	*Built, TX FIX	**6000
*6000—MRA		
**2800—MOCA		
§ 95.6194 VOR Federal Airway 194 Is Amended To Read in Part		
Hobby, TX VOR/DME	Stros, TX INT	2000
Stros, TX INT	Sabine Pass, TX VOR/DME	3000
§ 95.6198 VOR Federal Airway 198 Is Amended To Read in Part		
Eagle Lake, TX VOR/DME	Blums, TX INT	*2100
*1500—MOCA		
Blums, TX INT	Hobby, TX VOR/DME	2400
Hobby, TX VOR/DME	Stros, TX INT	2000
Stros, TX INT	Sabine Pass, TX VOR/DME	3000
§ 95.6210 VOR Federal Airway 210 Is Amended To Read in Part		
Volan, PA FIX	Talls, PA FIX	*4000
*3100—MOCA		
Talls, PA FIX	Revloc, PA VOR/DME	4000
§ 95.6297 VOR Federal Airway 297 Is Amended To Read in Part		
Talls, PA FIX	Volan, PA FIX	*4000
*3100—MOCA		
§ 95.6320 VOR Federal Airway 320 Is Amended To Read in Part		
Traverse City, MI VORTAC	Mt. Pleasant, MI VOR/DME	*5000
*3000—MOCA		
§ 95.6358 VOR Federal Airway 358 Is Amended To Read in Part		
Lampasas, TX VORTAC	Sonet, TX FIX	3000
Sonet, TX FIX	Waco, TX VORTAC	2700
§ 95.6437 VOR Federal Airway 437 Is Amended To Read in Part		
Ormond Beach, FL VORTAC	*Cokes, FL FIX	**2000

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINTS—Continued

[Amendment 431, Effective Date: November 1, 2001]

From		To	MEA	
*3000—MRA **1400—MOCA				
§ 95.6441 VOR Federal Airway 441 Is Amended To Read in Part				
Baypo, FL FIX *3000—MRA **1700—MOCA	*Nitts, FL FIX		**4000	
Nitts, FL FIX	Ocala, FL VORTAC		2000	
Ocala, FL VORTAC	Gators, FL VORTAC		2000	
Gators, FL VORTAC	Brunswick, GA VORTAC		*3000	
*1800—MOCA				
§ 95.6457 VOR Federal Airway 457 Is Amended To Read in Part				
Lancaster, PA VORTAC **2600—MOCA	Vinny, PA FIX		*4500	
§ 95.6537 VOR Federal Airway 537 Is Amended To Read in Part				
Ocala, FL VORTAC	Gators, FL VORTAC		2000	
Gators, FL VORTAC	Alvin, FL FIX		*3000	
*2000—MOCA				
Alvin, FL FIX	Greenville, FL VORTAC		2000	
§ 95.6558 VOR Federal Airway 558 Is Amended To Read in Part				
Eagle Lake, TX VOR/DME *1500—MOCA	Blums, TX INT		*2100	
Blums, TX INT	Hobby, TX VOR/DME		2400	
§ 95.6579 VOR Federal Airway 579 Is Amended To Read in Part				
Baypo, FL FIX *3000—MRA **1700—MOCA	*Nitts, FL FIX		**4000	
Nitts, FL FIX *2000—MOCA	Gators, FL VORTAC		*3000	
Gators, FL VORTAC	Cross City, FL VORTAC		2000	
From	To	MEA	MAA	
§ 95.7001 JET ROUTES				
§ 95.7030 Jet Route No. 30 Is Amended To Read in Part				
Bucko, WV FIX	Kessel, WV VOR/DME	18000	#45000	
§ 95.7034 Jet Route No. 34 Is Amended To Read in Part				
Bucko, WV FIX	Kessel, WV VOR/DME	18000	45000	
§ 95.7055 Jet Route No. 55 Is Amended To Read in Part				
Dolphin, FL VORTAC	Llake, FL FIX	18000	45000	
Llake, FL FIX	Inpin, FL FIX	23000	45000	
Inpin, FL FIX	Craig, FL VORTAC	18000	45000	
§ 95.7058 Jet Route No. 58 Is Amended To Read in Part				
Harvey, LA VORTAC	Sarasota, FL VORTAC	18000	45000	
Sarasota, FL VORTAC	Lee County, FL VORTAC	18000	45000	
§ 95.7084 Jet Route No. 84 Is Amended To Read in Part				
Sidney, NE VORTAC #MEA Is Established With a Gap in Navigational Coverage	Wolbach, NE VORTAC	18000	45000	
§ 95.7085 Jet Route No. 85 Is Amended To Read in Part				
Dolphin, FL VORTAC	Llake, FL FIX	18000	45000	

From	To	MEA	MAA
Llake, FL FIX	Inpin, FL FIX	23000	45000
Inpin, FL, FIX	Gators, FL VORTAC	18000	45000

§ 95.7086 Jet Route No. 86 Is Amended To Read in Part

Humble, TX VORTAC	Sarasota, FL VORTAC	18000	45000
Sarasota, FL VORTAC	La Belle, FL VORTAC	23000	45000

§ 95.7100 Jet Route No. 100 Is Amended To Read in Part

Sidney, NE VORTAC	Wolbach, NE VORTAC	#18000	45000
#MEA Is Established With a Gap in Navigational Coverage			

Airway segment		Changeover points	
From	To	Distance	From

§ 95.8003 VOR Federal Airway Changeover Points V-10 is Amended To Add Changeover Point

Youngstown, OH VORTAC	Revloc, PA VOR/DME	37	Youngs-town.
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V-210 Is Amended To Add Changeover Point

Volan, PA FIX	Revloc, PA VOR/DME	#37	Volan.
#COP Measured From Youngstown, OH VORTAC			

V-297 Is Amended To Add Changeover Point

Talls, PA FIX	Youngstown, OH VORTAC	#62	Talls.
#COP Measured From Revloc, PA VOR/DME			

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DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 165**

[COTP Jacksonville-01-095]

RIN 2115-AA97

Security Zones; Port of Jacksonville and Port Canaveral, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing moving and fixed security zones 100 yards around all tank vessels, passenger vessels and military pre-positioned ships when these vessels enter, are moored in, or depart the Ports of Jacksonville or Canaveral. These security zones are needed for national security reasons to protect the public and ports from potential subversive acts. Entry into these zones is prohibited, unless specifically authorized by the Captain of the Port, Jacksonville, Florida or his designated representative.

DATES: This regulation becomes effective at 12 noon on September 12,

2001 and will terminate at 11:59 p.m. on October 3, 2001.

ADDRESSES: Comments and material received from the public, as well as documents indicated in this preamble as being available in the docket, are part of [COTP Jacksonville 01-095] and are available for inspection or copying at Marine Safety Office Jacksonville, 7820 Arlington Expressway, Suite 400, Jacksonville, FL 32211, between 7:30 p.m. and 4 p.m. Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: LT(jg) Brian G. Knapp, Coast Guard Marine Safety Office Jacksonville, at (904) 232-2957.

SUPPLEMENTARY INFORMATION:**Regulatory Information**

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a NPRM. Publishing an NPRM, which would incorporate a comment period before a final rule was issued, would be contrary to the public interest since immediate action is needed to protect the public, ports and waterways of the United States. For the same reasons, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the

Federal Register. The Coast Guard will issue a broadcast notice to mariners and place Coast Guard vessels in the vicinity of these zones to advise mariners of the restriction.

Background and Purpose

Based on the September 11, 2001, terrorist attacks on the World Trade Center buildings in New York and the Pentagon in Arlington, Virginia, there is an increased risk that subversive activity could be launched by vessels or persons in close proximity to the Ports of Jacksonville or Canaveral, Florida, against tank vessels, cruise ships and military pre-positioned vessels entering, departing and moored within these ports. These temporary security zones are activated when the subject vessels pass the St. Johns River Sea Buoy, at approximate position 30°23'35" N, 81°19'08" W, when entering the Port of Jacksonville, or pass either Port Canaveral Channel Entrance Buoys #3 or #4, at respective approximate positions 28°22.7' N, 80°31.8' W, and 28°23.7 N, 80°29.2 W, when entering Port Canaveral. The zone for a vessel is deactivated when the vessel passes these buoys on its departure from port.

Military pre-positioned ships are U.S. commercial ships on long-term charter to the Military Sealift Command. They are utilized to transport military