

§ 95.3

width of the ATS route, ATS route segment, or other direct route between fixes defining that route. Unless otherwise specified, an MEA prescribed for an off airway route or route segment applies to the airspace 4 nautical miles on each side of a direct course between the navigation fixes defining that route or route segment.

(e) The MOCA assures obstruction clearance on an ATS route, ATS route segment, or other direct route, and adequate reception of VOR navigation signals within 22 nautical miles of a VOR station used to define the route.

(f) The MRA applies to the operation of an aircraft over an intersection defined by ground-based navigation aids. The MRA is the lowest altitude at which the intersection can be determined using the ground-based navigation aids.

(g) The changeover point (COP) applies to operation of an aircraft along a Federal airway, jet route, or other direct route; for which an MEA is designated in this part. It is the point for transfer of the airborne navigation reference from the ground-based navigation aid behind the aircraft to the next appropriate ground-based navigation aid to ensure continuous reception of signals.

[Doc. No. FAA-2003-14698, 68 FR 16947, Apr. 8, 2003]

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§ 95.3 Symbols.

For the purposes of this part—

- (a) *COP* means changeover point.
- (b) *L* means compass locator;
- (c) *LF/MF* means low frequency, medium frequency;
- (d) *LFR* means low frequency radio range;
- (e) *VOR-E* means VOR and distance measuring equipment; and
- (f) *Z* means a very high frequency location marker.

[Doc. No. 1580, 28 FR 6718, June 29, 1963, as amended by Amdt. 95-118, 29 FR 13166, Sept. 23, 1964]

Subpart B—Designated Mountainous Areas

§ 95.11 General.

The areas described in this subpart are designated mountainous areas.

[Doc. No. 1580, 28 FR 6718, June 29, 1963]

§ 95.13 Eastern United States Mountainous Area.

All of the following area excluding those portions specified in the exceptions.

- (a) *Area*.