

(2) Will not affect intrastate aviation in Alaska.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2022-03-23 Textron Aviation Inc. (type certificate previously held by Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation):** Amendment 39-21941; Docket No. FAA-2022-0088; Project Identifier AD-2022-00041-A.

#### (a) Effective Date

This airworthiness directive (AD) is effective February 22, 2022.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Textron Aviation Inc. (type certificate previously held by Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation) Model 300, 300LW, B300, and B300C airplanes, all serial numbers, certificated in any category, that are equipped with a Garmin International, Inc., G1000 integrated avionics system installed in accordance with Supplemental Type Certificate No. SA01535WI-D with GSA 9000 yaw servo software version 2.13 or earlier.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control System.

#### (e) Unsafe Condition

This AD was prompted by a report of a timing issue where the yaw servo software can generate a motor position fault when the pilot applies rudder input at the same time the rudder boost system is activated, which disables the rudder boost. The FAA is issuing this AD to prevent excessive rudder forces following loss of an engine or significant loss of thrust. The unsafe condition, if not addressed, could result in the inability of the flight crew to maintain the safe flight and landing of the airplane and loss of control of the airplane.

#### (f) Actions and Compliance

(1) Unless already done, within 100 hours time-in-service (TIS) after the effective date of this AD or within 90 days after the effective date of this AD, whichever occurs first, update the GSA 9000 yaw servo software to a version that is not 2.13 or earlier.

(2) As of the effective date of this AD, do not install yaw servo software version 2.13 or earlier on the Garmin G1000 integrated avionics system on any airplane.

#### (g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (h) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (h) Related Information

For more information about this AD, contact Phil Petty, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4139; email: [philip.petty@faa.gov](mailto:philip.petty@faa.gov) or [Wichita-COS@faa.gov](mailto:Wichita-COS@faa.gov).

#### (i) Material Incorporated by Reference

None.

Issued on February 1, 2022.

**Gaetano A. Sciortino,**

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022-02398 Filed 2-1-22; 4:15 pm]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2021-0980; Airspace Docket No. 21-AGL-32]

RIN 2120-AA66

#### Amendment of Class D and Class E Airspace; Janesville, WI

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D and Class E airspace at Janesville, WI. This action is the result of an airspace review caused by the decommissioning of the Rockford very high frequency

(VHF) omnidirectional range (VOR) as part of the VOR Minimal Operational Network (MON) Program. The names and geographic coordinates of the airport are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, May 19, 2022. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

#### SUPPLEMENTARY INFORMATION:

#### Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class D airspace and Class E airspace extending upward from 700 feet above the surface at Southern Wisconsin Regional Airport, Janesville, WI, to support instrument flight rule operations at this airport.

#### History

The FAA published a notice of proposed rulemaking in the **Federal**

**Register** (86 FR 62755; November 12, 2021) for Docket No. FAA–2021–0980 to amend the Class D and Class E airspace at Janesville, WI. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class D and E airspace designations are published in paragraphs 5000 and 6005, respectively, of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11.

#### Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### The Rule

This amendment to 14 CFR part 71: Amends the Class D airspace to within a 4.3-mile (increased from a 4.1-mile) radius of Southern Wisconsin Regional Airport, Janesville, WI; adds an extension 1 mile each side of the 221° bearing from the airport extending from the 4.3-mile radius of the airport to 4.4 miles southwest of the airport; adds an extension 1 mile each side of the 331° bearing from the airport extending from the 4.3-mile radius of the airport to 4.4 miles northwest of the airport; updates the name (previously Rock County Airport) and geographic coordinates of the airport to coincide with the FAA's aeronautical database; removes the city associated with the airport from the airspace legal description to comply with changes to FAA Order JO 7400.2N, Procedures for Handling Airspace Matters; and updates the outdated term "Airport/Facility Directory" to "Chart Supplement";

And amends the Class E airspace extending upward from 700 feet above the surface to within a 6.8-mile (decreased from an 8.9-mile) radius of Southern Wisconsin Regional Airport; adds an extension 2 miles each side of the 042° bearing from the airport extending from the 6.8-mile radius of the airport to 10.9 miles northeast of the airport; removes the city associated with the airport from the airspace legal

description to comply with changes to FAA Order JO 7400.2N; and removes the exclusionary language as it is not required.

This action is due to an airspace review caused by the decommissioning of the Rockford VOR, which provided navigation information for the instrument procedures this airport, as part of the VOR MON Program.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

#### Regulatory Notices and Analyses

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, is non-controversial and unlikely to result in adverse or negative comments. 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. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5–6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### **PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### **AGL WI D Janesville, WI [Amended]**

Southern Wisconsin Regional Airport, WI  
(Lat. 42°37'13" N, long. 89°02'30" W)

That airspace extending from the surface to and including 3,300 feet MSL within a 4.3-mile radius of the Southern Wisconsin Regional Airport, and within 1 mile each side of the 221° bearing from the airport extending from the 4.3-mile radius of the airport to 4.4 miles southwest of the airport, and within 1 mile each side of the 331° bearing from the airport extending from the 4.3-mile radius of the airport to 4.4 miles northwest of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

#### **AGL WI E5 Janesville, WI [Amended]**

Southern Wisconsin Regional Airport, WI  
(Lat. 42°37'13" N, long. 89°02'30" W)  
Beloit Airport, WI  
(Lat. 42°29'52" N, long. 88°58'03" W)

That airspace extending upward from 700 feet above the surface within an 6.8-mile radius of the Southern Wisconsin Regional Airport, and within 2 miles each side of the 042° bearing from the Southern Wisconsin Regional Airport extending from the 6.8-mile radius of the Southern Wisconsin Regional Airport to 10.9 miles northeast of the Southern Wisconsin Regional Airport, and within a 6.3-mile radius of the Beloit Airport.

Issued in Fort Worth, Texas, on January 31, 2022.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2022–02277 Filed 2–3–22; 8:45 am]

**BILLING CODE 4910–13–P**