

*Systems Installations*, the RCT would be connected to the main tank with a fuel feed line. Boeing also requested that the discussion section describe the tank as an “aft” fuel tank rather than a “rear” tank, because it will be aft of the wheel bay.

*FAA Response:* No change to the terms used to describe the RCT in these special conditions is necessary. The existing terms are accurate, consistent with the applicant’s nomenclature, and adequate for their purpose.

*Comment Summary:* Boeing requested that the discussion section of these special conditions acknowledge that AC 25.856–2A<sup>3</sup> provides guidance for center wing tank designs. Boeing further requested that the discussion, according to guidance provided in that AC for the wing box area, also indicate that insulation panels installed above a fuel tank are not required to meet § 25.856(b).

*FAA Response:* The discussion for these special conditions acknowledges that § 25.856(b) does not adequately address designs like the RCT of the A321neoXLR. This aircraft presents a novel fuselage design that does not incorporate thermal/acoustic insulation in areas where the RCT is integral to the fuselage, nor does it include thermal/acoustic insulation above the RCT that will meet § 25.856(b). This design presents a fire penetration resistance (burnthrough) vulnerability that is addressed by these special conditions. The same vulnerability does not exist with transport airplane wing box construction due to that structure’s significant mass, and large surface area that dissipates heat. Therefore, adding insulation over the wingbox, would not contribute to its fire penetration resistance. 14 CFR 25.856(b) excepts the installation of insulation in locations where it would not contribute to fire penetration resistance. However, the wing box example in AC 25.856–2A only addresses the FAA’s assessment of the wing box area in consideration of thermal/acoustic insulation installations that would not contribute to fire penetration resistance. It does not suggest that all center fuel tanks do not necessitate the installation of thermal/acoustic insulation that meets § 25.856(b). For this reason, the FAA declines to change the discussion section of these special conditions.

*Comment Summary:* Boeing requested that the special conditions require the RCT fire penetration resistance capability to either be equivalent to the

capability provided by the wing box area or meet the requirements of 14 CFR 25.963(e)(2). Boeing’s rationale was that the FAA’s proposed standard of fire penetration resistance equivalent to that of a fuselage lined with thermal/acoustic insulation that meets the flame penetration resistance test requirements of part VII of appendix F, does not address hazards associated with fuel tanks and is not applicable to the wing box area.

*FAA Response:* These special conditions are intended to ensure that the existing RCT area fuselage design establishes the same level of safety as would 14 CFR 25.856(b). When thermal/acoustic insulation is installed, either along the fuselage skin or under the passenger cabin floor, it should be fire penetration resistant and delay the onset of fire into the passenger cabin. These special conditions are not intended to ensure the RCT is constructed to provide a fire penetration resistance capability that is similar to that of the wing box area. It is also unnecessary to require that the RCT meet rules such as 14 CFR 25.963(e)(2), which provides standards for fuel tank access covers.

The special conditions are adopted as proposed.

#### Applicability

As discussed above, these special conditions are applicable to the Airbus Model A321neoXLR airplane. Should Airbus apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

#### Conclusion

This action affects only a certain novel or unusual design feature on one model of airplane. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### Authority Citation

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Airbus Model A321neoXLR airplanes.

#### Passenger Protection From External Fire

The lower half of the fuselage, spanning the longitudinal location of the rear center fuel tank, must be resistant to fire penetration.

Issued in Kansas City, Missouri, on November 30, 2022.

**Patrick R. Mullen,**

*Manager, Technical Innovation Policy Branch, Policy and Innovation Division, Aircraft Certification Service.*

[FR Doc. 2022–26435 Filed 12–5–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–1472; Airspace Docket No. 22–AWA–8]

RIN 2120–AA66

#### Amendment of Class C Airspace; Manchester, NH

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Manchester, NH Class C airspace description to update the Manchester Airport name and airport reference point (ARP) geographic coordinates to match the FAA’s National Airspace System Resources (NASR) database information. This action also updates the Nashua Airport name. Additionally, references to the Manchester, NH (MHT), VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and Boire Field Airport and their geographical coordinates are added to the Class C description header. This action does not change the boundaries, altitudes, or operating requirements of the Class C airspace area.

**DATES:** Effective date 0901 UTC, February 23, 2023. 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 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

<sup>3</sup> See pg. 2 of FAA Advisory Circular 25.856–2A, *Installation of Thermal/Acoustic Insulation for Burnthrough Protection*.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**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 the 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 updates the information in the Manchester, NH Class C airspace description.

**History**

During a recent review of the Manchester, NH Class C airspace description, the FAA identified the need to update the name and ARP geographic coordinates for the Manchester Airport, and to update the name of the Nashua Airport, NH. This action also makes administrative edits to the airspace description header to add the geographic coordinates for the Boire Field Airport and the Manchester, NH (MHT), VOR/DME, because these facilities are used in the Class C description. There are no changes to the boundaries, altitudes, or air traffic control services resulting from this action.

Class C airspace areas are published in paragraph 4000 of FAA Order 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Class C airspace 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 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by amending the Manchester, NH Class C airspace description as published in FAA Order 7400.11G, Airspace Designations and Reporting Points. The "Manchester Airport" name is changed to "Manchester Boston Regional Airport", to match the Airport Master Record database, and the ARP geographic coordinates are updated from "lat. 42°56'00" N, long. 71°26'16" W" to "lat. 42°55'58" N, long. 71°45'39" W." The ARP geographic coordinates update is made to match the FAA's National Airspace System Resource database information. The "Nashua Airport" name in the Class description is updated to "Boire Field Airport" to match the Airport Master Records database. Additionally, administrative edits are made to the Class C airspace description header by adding the Boire Field Airport and the Manchester VOR/DME and their geographical coordinates, which are used in the airspace description.

This action consists of administrative changes only and does not affect the boundaries, altitudes, or operating requirements of the airspace. Therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

FAA Order 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. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 making administrative edits to the Manchester, NH, Class C airspace description qualifies for categorical exclusion under the National

Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**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 14 CFR 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 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, effective September 15, 2022, is amended as follows:

*Paragraph 4000 Class C Airspace.*

\* \* \* \* \*

**ANE NH C Manchester, NH [Amended]**

Manchester Boston Regional Airport, NH

(Lat. 42°55'58" N, long. 71°45'39" W)

Boire Field Airport, Nashua, NH

(Lat. 42°46'57" N, long. 71°30'51" W)

Manchester, NH VOR/DME

(Lat. 42°52'07" N, long. 71°22'10" W)

That airspace extending upward from the surface to and including 4,300 feet MSL

within a 5-mile radius of the Manchester Boston Regional Airport; including that airspace extending upward from 2,500 feet MSL to and including 4,300 feet MSL within a 10-mile radius of the airport; including that airspace from 1,500 feet MSL between a 5-mile radius and 10-mile radius south of the airport from Interstate 93 clockwise to the eastern edge of the 5-mile radius of Boire Field Airport; including that airspace from 2,000 feet MSL between a 5-mile radius and 10-mile radius north of the airport from the Manchester, NH VOR/DME 315° radial clockwise to Interstate 93.

Issued in Washington, DC, on November 30, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022-26458 Filed 12-5-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2022-0186; Airspace Docket No. 22-AAL-6]

RIN 2120-AA66

#### Revocation of Colored Federal Airways Blue 7 (B-7) and Green 9 (G-9); Bethel, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes Colored Federal airways Blue 7 (B-7) and Green 9 (G-9) in the vicinity of Bethel, AK, due to the planned decommissioning of the Oscarville, AK (OSE), Non-Directional Beacon (NDB).

**DATES:** Effective date 0901 UTC, February 23, 2023. 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 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**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 the 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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System (NAS).

#### History

The FAA published a notice of proposed rulemaking (NPRM) for Docket No. FAA-2022-0186 in the **Federal Register** (87 FR 13663; March 10, 2022), revoking Colored Federal airways B-7 and G-9 in the vicinity of Bethel, AK, due to the planned decommissioning of the Oscarville, AK, NDB. Interested parties were invited to participate in this rulemaking effort by submitting comments on the proposal. No comments were received.

Green Federal airways are published in paragraph 6009(a) and Blue Federal airways are published in paragraph 6009(d) of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The Colored Federal airways 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 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### The Rule

This action amends 14 CFR part 71 by revoking Colored Federal airways B-7 and G-9 in the vicinity of Bethel, AK, due to the decommissioning of the Oscarville, AK, NDB. The amendments are described below.

**B-7:** B-7 extends between the Cape Newenham, AK, NDB and the Oscarville, AK, NDB. The airway is removed in its entirety.

**G-9:** G-9 extends between the Oscarville, AK, NDB and the Cairn Mountain, AK, NDB. The airway is removed in its entirety.

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. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will 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 airspace action of revoking Colored Federal airway B-7 and G-9, due to the planned decommissioning of the Oscarville, AK, NDB, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points), and paragraph 5-6.5k, which categorically excludes from further environmental review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance