

AMM Task Number	Task Title
52-11-00-280-801	Rigging Check of the Passenger Door
52-11-00-400-801	Installation of the Passenger Door
52-11-00-710-801	Operational Test of the Passenger Door
52-11-00-820-801	Rigging of the Passenger Door
52-11-25-000-801	Removal of the Passenger Door Actuator
52-11-25-400-801	Installation of the Passenger Door Actuator
52-11-25-820-801	Rigging of the Passenger Door Actuator
52-11-33-000-801	Removal of the Passenger Door Chain
52-11-33-400-801	Installation of the Passenger Door Chain
52-11-41-000-801	Removal of the Passenger Door Tensator-Springs

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, New York 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada; or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) Additional Information

(1) Refer to Transport Canada AD CF-2021-41, dated November 24, 2021; for related information. This Transport Canada AD may be found in the AD docket at

regulations.gov under Docket No. FAA-2022-0995.

(2) For more information about this AD, contact Chirayu Gupta, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email 9-avs-nyaco-cos@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on November 30, 2022.

Christina Underwood,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-26649 Filed 12-8-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2022-0376; Airspace Docket No. 22-ANE-4]

RIN 2120-AA66

Amendment of Class E Airspace; Montpelier, VT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: A final rule was published in the **Federal Register** on December 5, 2022, amending Class E surface airspace and Class E airspace extending upward from 700 feet above the surface for Edward F. Knapp State Park Airport, Montpelier, VT, by creating a cutout of the airspace around Warren-Sugarbush Airport. This action corrects the Class E airspace extending upward from 700 feet above the surface description by adding Warren-Sugarbush Airport to the Class E description header.

DATES: Effective 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.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305-6364.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

History

The FAA published a final rule correction in the **Federal Register** (87 FR 74302, December 5, 2022) for Doc. No. FAA-2022-0376, adding a cutout of the Class E airspace of Edward F. Knapp

State Park Airport for Warren-Sugarbush Airport. Warren-Sugarbush Airport was inadvertently omitted from the airspace description header. This action corrects this error.

Class E airspace designations are published in Paragraph 6005 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 Class E airspace designations listed in this document will subsequently be published in FAA Order JO 7400.11G.

Correction to Final Rule

This action amends (14 CFR) part 71 by adding Warren-Sugarbush Airport to the Class E airspace extending upward from 700 feet above the surface description header for Edward F. Knapp State Park Airport.

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 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 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,” paragraphs 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances warrant the preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Correction to the Final Rule

Accordingly, pursuant to the authority delegated to me, the amendment of Class E surface airspace and Class E airspace extending upward

from 700 feet above the surface for Edward F. Knapp State Park Airport, Montpelier, VT, in Docket No. FAA–2022–0376, as published in the **Federal Register** of December 5, 2022 (87 FR 74302), FR Doc. 2022–26285, in 14 CFR part 71, is corrected as follows:

§ 71.1 [Corrected]

■ 1. On page 74303, in the second column, correct the description for ANE VT E5 Montpelier, VT [Amended] to read:

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

* * * * *

ANE VT E5 Montpelier, VT [Amended]

Edward F. Knapp State Airport, VT
(Lat. 44°12'13" N, long. 72°33'44" W)
Warren-Sugarbush Airport
(Lat. 44°07'03" N, long. 72°49'37" W)

That airspace extending upward from 700 feet above the surface within a 13-mile radius of Edward F. Knapp State Airport, excluding that airspace within a 1¼-mile radius of Warren-Sugarbush Airport.

Issued in College Park, Georgia, on December 5, 2022.

Lisa Burrows,
*Manager, Airspace & Procedures Team North,
Eastern Service Center, Air Traffic
Organization.*

[FR Doc. 2022–26719 Filed 12–8–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–0571; Airspace
Docket No. 22–ANM–46]

RIN 2120–AA66

Establishment of Class E Airspace; Christmas Valley Airport, OR

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface at Christmas Valley Airport, OR. These actions will support the airport’s transition from visual flight rules (VFR) to instrument flight rules (IFR) at the airport.

DATES: Effective 0901 UTC, February 23, 2023. The Director of the Federal Register approves this incorporation by reference under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11, Airspace Designations and

Reporting Points, 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/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

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 would establish Class E airspace at Christmas Valley Airport, OR to support IFR operations at the airport.

History

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** for FAA–2022–0571 (87 FR 38309; June 28, 2022) to establish Class E airspace beginning at 700 feet above the surface at Christmas Valley Airport, OR. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments were received. One comment was received in favor of the proposal, and one comment was against the proposal. The comment against argues that, “A 14 mile radius 700’ [sic] transition area is grossly excessive for one proposed standard instrument approach procedure. This proposed transition area should be no larger than required for flight below 1,200 feet, above ground level.” The above comment does not make a valid argument against the FAA’s actions, as the airspace is appropriately sized. Class E5 airspace areas with a base of 700 feet