

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:

**2022–13–10 The Boeing Company:**  
Amendment 39–22096; Docket No. FAA–2021–1177; Project Identifier AD–2021–00570–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective September 20, 2022.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to The Boeing Company Model 767–200, –300, –300F, and –400ER series airplanes, certificated in any category, identified as Group 1, Configuration 4; Group 2, 3, 12, and 13, Configuration 3; Group 14, Configuration 1 and 3; Group 15, Configuration 2; and Group 17, Configuration 3 and 4; in Boeing Special Attention Service Bulletin 767–25–0381, Revision 4, dated April 26, 2021.

#### (d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

#### (e) Unsafe Condition

This AD was prompted by reports of burned Boeing Material Specification (BMS) 8–39 urethane foam, and a report from the airplane manufacturer that airplanes were assembled with seals throughout various areas of the airplane (including flight deck and cargo compartments) made of BMS 8–39 urethane foam, a material with fire-retardant properties that deteriorate with age. The FAA is issuing this AD to address degraded BMS 8–39 urethane foam used in seals, which may fail to maintain sufficient halon concentrations in the cargo compartments to extinguish or contain fire or smoke, and may result in penetration of smoke or fire into the flight compartment, leading to possible loss of control of the airplane.

#### (f) Compliance

Comply with this AD within the compliance times specified, unless already done.

#### (g) Required Actions

Within 72 months after the effective date of this AD, do the applicable actions specified in paragraph (g)(1), (2), (3), or (4) of this AD in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767–25–0381, Revision 4, dated April 26, 2021.

(1) For Group 1, Configuration 4, airplanes; and Group 2, 3, 12, and 13, Configuration 3,

airplanes: Replace BMS 8–39 foam pads in the forward and aft crown area with Nomex felt.

(2) For Group 14, Configuration 1 and 3, airplanes; and Group 15, Configuration 2, airplanes: Remove BMS 8–39 foam pads in the crown area.

(3) For Group 17, Configuration 3, airplanes: Replace BMS 8–39 foam pads in the forward and aft crown area with Nomex felt, inspect the corner seals to determine if the corner seals were replaced and if any corner seals were not replaced, within 72 months after the effective date of this AD, replace affected corner seals.

(4) For Group 17, Configuration 4, airplanes: Inspect the corner seals to determine if the corner seals were replaced and if any corner seals were not replaced, within 72 months after the effective date of this AD, replace affected corner seals.

#### (h) Parts Installation Prohibition

As of the effective date of this AD, no person may install a BMS 8–39 urethane foam seal on any airplane in any location identified in Boeing Special Attention Service Bulletin 767–25–0381, Revision 4, dated April 26, 2021.

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

(1) The Manager, Seattle 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 the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: [9-ANMSeattle-ACO-AMOC-Requests@faa.gov](mailto:9-ANMSeattle-ACO-AMOC-Requests@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

#### (j) Related Information

For more information about this AD, contact Julie Linn, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3584; email: [julie.linn@faa.gov](mailto:julie.linn@faa.gov).

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Special Attention Service Bulletin 767–25–0381, Revision 4, dated April 26, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; internet [www.myboeingfleet.com](http://www.myboeingfleet.com).

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov), or go to: [www.archives.gov/federal-register/cfr/ibr-locations.html](http://www.archives.gov/federal-register/cfr/ibr-locations.html).

Issued on June 13, 2022.

**Christina Underwood,**

*Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022–17436 Filed 8–15–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–0624; Airspace Docket No. 22–ACE–3]

RIN 2120–AA66

#### Amendment of Area Navigation (RNAV) Route Q–136; MI

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the description of Area Navigation (RNAV) route Q–136 by changing the name of the “BAACN”, IA, waypoint (WP) to “DIYAP”. The FAA is taking this action due to a similarly pronounced and sounding Fix (BACNN, MO) located approximately 55 nautical miles (NM) southwest of the BAACN WP which contributes to communications errors resulting from the similar-sounding Fix and WP names in radio communications. In addition, the FAA is making minor editorial changes to the Q–136 route description to standardize the format.

**DATES:** Effective date 0901 UTC, November 3, 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 [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 description while retaining the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**History**

In 2019, the FAA published a final rule for Docket No. FAA-2018-0232 in the **Federal Register** (84 FR 10407; March 21, 2019) that established the BAACN, IA, WP and extended Q-136 to that WP in support of new standard instrument departures (SIDs) and standard terminal arrival routes (STARs) developed for Denver International Airport and surrounding airports. At that time, there was a BACNN, MO, Fix located at the intersection of Jet Routes J-18 and J-25 approximately 55 NM southwest of the new BAACN, IA, WP. The BACCN Fix and the BAACN WP are both verbalized as "bacon" in air to ground communications between air traffic control (ATC) and aircraft flight crews, and the similar-sounding Fix and WP names have contributed, on occasion, to confusion and communication errors between ATC and

flight crews. To eliminate future misunderstandings, the FAA is changing the "BAACN" WP name to "DIYAP". This is a WP name change only and the geographic position of the WP remains the same as currently published.

Additionally, the FAA is making a minor editorial change to the Q-136 description to spell out the Coaldale, NV, VHF Omnidirectional Range/ Tactical Air Navigation (VORTAC) navigational aid name in accordance with existing route description formatting guidance. This editorial change standardizes the format of route descriptions and does not affect the alignment of Q-136.

United States Area Navigation Routes (Q-routes) are published in paragraph 2006 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 Q-136 route description 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 action amends 14 CFR part 71 by changing the name of the "BAACN" WP in the RNAV route Q-136 description to "DIYAP" to overcome the similar-sounding pronunciation of the BACCN, MO, Fix and the BAACN, IA, WP located approximately 55 NM apart. Additionally, this action makes a minor editorial change to the route description to standardize the format. These changes are administrative and do not affect the existing alignment of the route. The charted depiction of Q-136 is unchanged and the full route description is listed in "The Amendment" section, below.

This administrative change of the BAACN WP name in the existing Q-136 RNAV route description and the editorial formatting correction of the Coaldale, NV, VORTAC listed in the description do not affect the route structure, charted alignment, or the operating requirements of the route. Therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

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 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 of amending RNAV route Q-136, by changing the "BAACN" WP name to "DIYAP", 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. 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 the FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

**Paragraph 2006. United States Area Navigation Routes.**

\* \* \* \* \*

**Q-136 COALDALE, NV (OAL) TO DIYAP, IA [AMENDED]**

Coaldale, NV (OAL)	VORTAC	(Lat. 38°00'11.74" N, long. 117°46'13.60" W)
RUMPS, NV	WP	(Lat. 38°07'10.00" N, long. 117°16'15.00" W)
KATTS, NV	WP	(Lat. 38°20'00.00" N, long. 116°20'00.00" W)
WEEMN, UT	WP	(Lat. 39°21'57.00" N, long. 109°58'02.80" W)
COUGH, CO	WP	(Lat. 39°53'45.04" N, long. 105°14'56.79" W)
ZIRKL, NE	WP	(Lat. 40°07'56.94" N, long. 101°22'17.29" W)
DIYAP, IA	WP	(Lat. 40°58'29.04" N, long. 093°47'25.79" W)

\* \* \* \* \*

Issued in Washington, DC, on August 9, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–17409 Filed 8–15–22; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2021–1157; Airspace Docket No. 19–AAL–36]

RIN 2120–AA66

**Establishment of United States Area Navigation (RNAV) Route T–367; St. Mary's, AK**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes United States Area Navigation (RNAV) route T–367 in the vicinity of St. Mary's, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska.

**DATES:** Effective date 0901 UTC, November 3, 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 [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

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**FOR FURTHER INFORMATION CONTACT:**

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**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 expands the availability of RNAV routes in the state of Alaska and improves the efficient flow of air traffic within the National Airspace System by lessening the dependency on ground based navigation.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA–2021–1157 in the **Federal Register** (87 FR 2091; January 13, 2022), establishing RNAV route T–367 in the vicinity of St. Mary's, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. Interested parties were invited to participate in this rulemaking effort by submitting comments on the

proposal. There was one comment received supporting this action.

The commenter supported the FAA's Next Generation Air Transportation System (NextGen) efforts to modernize air traffic routes in Alaska using satellite-based navigation. The commenter expressed that developing and improving the RNAV route structure in Alaska has important results of increased efficiency and access with decreased restrictions on pilots.

United States Area Navigation Routes are published in paragraph 6011 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 RNAV route 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 action amends 14 CFR part 71 by establishing RNAV route T–367 in the vicinity of St. Mary's, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. The new route is described below.

T–367: T–367 is established between the JOPES, AK, waypoint (WP) located over the St. Mary's Airport (KSM), AK, and the CABGI, AK, WP located over