

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### 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:

**2023-02-02 Gulfstream Aerospace Corporation:** Amendment 39-22309; Docket No. FAA-2022-1305; Project Identifier AD-2022-00913-T.

#### (a) Effective Date

This airworthiness directive (AD) is effective February 28, 2023.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model GV and GV-SP airplanes, all serial numbers, certificated in any category.

**Note 1 to paragraph (c):** Model GV-SP airplanes are also referred to by the marketing designations G500, G550, and G500-5000.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 3200, Landing Gear System.

#### (e) Unsafe Condition

This AD was prompted by the omission of a life limit in the airworthiness limitations section (ALS) for a certain main landing gear (MLG) trunnion pin. The FAA is issuing this AD to prevent a MLG trunnion pin from remaining in service beyond its life limit. This unsafe condition, if not addressed, could result in MLG failure and could lead to a runway excursion.

#### (f) Compliance

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

#### (g) Incorporation of ALS Revisions

Within 12 months after the effective date of this AD, revise the existing ALS of the instructions for continued airworthiness or aircraft inspection program for your airplane by establishing a life limit of 20,000 flight cycles for each MLG trunnion pin part number (P/N) 1159SCL566-17.

**Note 2 to paragraph (g):** The life limit in paragraph (g) of this AD is contained in table 5 in Section 05-10-10 of the Gulfstream V Aircraft Maintenance Manual, Revision 55, dated March 15, 2022; table 4 in Section 05-10-10 of the Gulfstream G500-5000 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022; and table 4 in Section 05-10-10 of the Gulfstream G550 Aircraft Maintenance Manual, Revision 36, dated March 15, 2022.

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

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 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 (i)(1) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector,

or lacking a principal inspector, the manager of the responsible Flight Standards Office.

#### (i) Related Information

(1) For more information about this AD, contact Miral Patel, Aerospace Engineer, Systems and Equipment Section, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5590; email: 9-ASO-ATLACO-ADS@faa.gov.

(2) For service information identified in this AD that is not incorporated by reference, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; phone: (800) 810-4853; email: [pubs@gulfstream.com](mailto:pubs@gulfstream.com); website: [gulfstream.com/en/customer-support/](http://gulfstream.com/en/customer-support/). 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.

#### (j) Material Incorporated by Reference

None.

Issued on January 18, 2023.

**Christina Underwood,**

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

[FR Doc. 2023-01164 Filed 1-23-23; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2022-1107; Airspace Docket No. 22-AGL-1]

RIN 2120-AA66

### Amendment of VOR Federal Airway V-156 and V-285 in the Vicinity of Kalamazoo, MI

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Very High Frequency (VHF) Omnidirectional Range (VOR) Federal airways V-156 and V-285. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Kalamazoo, MI (AZO), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Kalamazoo VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Effective date 0901 UTC, April 20, 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.

**History**

The FAA published a notice of proposed rulemaking (NPRM) for Docket No. FAA-2022-1107 in the **Federal Register** (87 FR 55926; September 13, 2022), amending VOR Federal airways V-156 and V-285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

VOR Federal airways are published in paragraph 6010(a) 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 VOR Federal airway actions listed in this document will be published subsequently in FAA Order JO 7400.11.

**Differences From the NPRM**

Subsequent to the NPRM, the FAA published a rule for Docket No. FAA-2021-0822 in the **Federal Register** (88 FR 2816; January 18, 2023), amending

VOR Federal airway V-285 by removing the airway segment between the Brickyard, IN, VOR/Tactical Air Navigation (VORTAC) and the Goshen, IN, VORTAC. That airway amendment, effective April 20, 2023, is included in this rule.

**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 amending VOR Federal airways V-156 and V-285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME. The airway actions are described below.

**V-156:** V-156 extends between the Cedar Rapids, IA, VOR/DME and the Kalamazoo, MI, VOR/DME. The airway segment overlying the Kalamazoo VOR/DME between the Gipper, MI, VORTAC and the Kalamazoo, MI, VOR/DME is removed. As amended, the airway is changed to extend between the Cedar Rapids VOR/DME and the Gipper VORTAC.

**V-285:** V-285 extends between the Goshen, IN, VORTAC and the Victory, MI, VOR/DME. The airway segment overlying the Kalamazoo VOR/DME between the Goshen, IN, VORTAC and the Victory, MI, VOR/DME is removed. As amended, the airway is removed in its entirety.

The NAVAID radials listed in the VOR Federal airway V-156 description below are unchanged and stated in degrees True north.

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 action of amending VOR Federal airways V-156 and V-285 due to the planned decommissioning of the VOR portion of the Kalamazoo, MI, VOR/DME NAVAID, 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 impact 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 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 FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

*Paragraph 6010(a) Domestic VOR Federal airways.*

\* \* \* \* \*

**V-156 [Amended]**

From Cedar Rapids, IA; Moline, IL; Bradford, IL; Peotone, IL; INT Peotone 098° and Knox, IN, 238° radials; Knox; to Gipper, MI.

\* \* \* \* \*

**V-285 [Removed]**

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Issued in Washington, DC, on January 18, 2023.

**Brian Konie,**

*Acting Manager, Airspace Rules and Regulations.*

[FR Doc. 2023-01235 Filed 1-23-23; 8:45 am]

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**SECURITIES AND EXCHANGE COMMISSION**

**17 CFR Part 232**

[Release Nos. 33-11140; 34-96525; 39-2547; IC-34778]

**Adoption of Updated EDGAR Filer Manual**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rule.

**SUMMARY:** The Securities and Exchange Commission (“Commission”) is adopting amendments to Volumes I and II of the Electronic Data Gathering, Analysis, and Retrieval system (“EDGAR”) Filer Manual (“Filer Manual”) and related rules and forms. EDGAR Releases 22.4 and 22.4.1 will be deployed in the EDGAR system on December 19, 2022, and January 3, 2023, respectively.

**DATES:** *Effective date:* January 24, 2023. The incorporation by reference of the revised Filer Manual volumes is

approved by the Director of the Federal Register as of January 24, 2023.

**FOR FURTHER INFORMATION CONTACT:** For questions regarding the amendments to Volume I or II of the Filer Manual and related rules, please contact Rosemary Filou, Deputy Director and Chief Counsel, or Dan Chang, Senior Special Counsel, in the EDGAR Business Office at (202) 551-3900. For questions regarding the changes related to Forms N-PX or 13F, please contact Heather Fernandez, Financial Analyst, in the Division of Investment Management at (202) 551-6708. For questions regarding the electronic filing requirement of “glossy” annual reports to shareholders or the electronic filing requirement of Form 144, please contact Christian Windsor, Senior Special Counsel, in the Division of Corporation Finance at (202) 551-3419 and Heather Mackintosh, EDGAR Liaison in the Division of Corporation Finance at (202) 551-8111. For questions concerning taxonomies or schemas, please contact the Office of Structured Disclosure in the Division of Economic and Risk Analysis at (202) 551-5494.

**SUPPLEMENTARY INFORMATION:** We are adopting an updated Filer Manual, Volume I: “General Information,” Version 41 (December 2022) and Volume II: “EDGAR Filing,” Version 64 (December 2022) and amendments to 17 CFR 232.301 (“Rule 301”). The updated Filer Manual Volumes are incorporated by reference into the Code of Federal Regulations.

**I. Background**

The Filer Manual contains information needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of filings made in electronic format.<sup>1</sup> Filers should consult the Filer Manual in conjunction with our rules governing mandated electronic filings when preparing documents for electronic submission.

**II. Amendments to Volume I of the Filer Manual**

Volume I of the Filer Manual, which sets forth the requirements for becoming an EDGAR filer, is amended to clarify several existing requirements of Form ID, the application for access to EDGAR.<sup>2</sup> First, Volume I is amended to clarify that the “authorized individual” signing Form ID must be an individual

with the authority to legally bind the applicant or an individual with a power of attorney from an individual with the authority to legally bind the applicant. Previously, Volume I did not expressly define authorized individual, but instead listed examples for company applicants, such as a Chief Executive Officer, Chief Financial Officer, partner, corporate secretary, officer, director, or treasurer.<sup>3</sup> While these examples were intended to be helpful, they may have been over- or under-inclusive of who may have authority to act for the applicant with respect to Form ID. Certain partners, officers, or directors of a company may lack the authority to legally bind the company. Conversely, individuals affiliated with the company may have the authority to legally bind it, but do not have one of the titles listed, such as a custodian acting pursuant to court order. We believe this amendment makes clear to applicants that the person signing Form ID on behalf of a company or an individual must be legally authorized to do so by the company or individual.

Volume I is also amended to clarify that the authorized individual for a company must specify their precise title/position at the applicant company in the “title/position” field on the Form ID authenticating document. On occasion, signatories list their title as “authorized individual.” This term, which appears designed to facially satisfy the requirement that an authorized individual sign Form ID, does not indicate the signatory’s role or position at the applicant company, or whether the signatory is in fact an authorized individual of the company. Amending Volume I to instruct signatories to provide their precise title/position helps ensure that the form is completed correctly and assists Commission staff in their review of Form ID access requests and consequently enhances the reliability and integrity of EDGAR. Further, to avoid confusion, the revised Filer Manual instructs individuals applying to open an individual account in their own name to list their title as “applicant.” Additionally, the revised Filer Manual instructs signatories who are signing pursuant to a power of attorney to state in the title/position field on Form ID: “By POA from [(a)

<sup>3</sup> Section 3(a) of Volume I of the Filer Manual previously provided that an authorized individual for purposes of the Form ID authenticating document includes, for example: (1) for companies, the Chief Executive Officer (CEO), Chief Financial Officer (CFO), partner, corporate secretary, officer, director, or treasurer; and (2) for individual filers, the individual filer or a person with a power of attorney from the individual filer.

<sup>1</sup> See Rule 301 of Regulation S-T.

<sup>2</sup> Form ID, uniform application for access codes to file on EDGAR (referenced in 17 CFR 239.63, 249.446, 269.7, and 274.402).