

## Appendix B to Subpart D of Part 431—Uniform Test Method for Measurement of the Energy Efficiency of Commercial Warm Air Furnaces (Thermal Efficiency Two)

**Note:** Manufacturers must use the results of testing under this appendix B to determine compliance with any standards for commercial warm air furnaces that use the thermal efficiency 2 (TE2) metric. In addition, manufacturers may optionally make representations of energy use or efficiency of this equipment using TE2 as determined using this appendix starting on July 3, 2023.

### *0. Incorporation by Reference.*

In § 431.75, DOE incorporates by reference the entire standard ANSI Z21.47–2021. However, only section 5.40 and Appendix J of ANSI Z21.47–2021 apply, as specified in sections 1.2 and 1.6 of this appendix.

### *1. Testing*

**1.1** Set up and test the unit according to sections 0 through 4 of appendix A to this subpart, while operating the unit at the maximum nameplate input rate (*i.e.*, full load). Calculate thermal efficiency (TE) using the procedure specified in sections 3 and 4 of appendix A to this subpart.

**1.2** For commercial warm air furnaces that are designed for outdoor installation (including but not limited to CWAFFs that are weatherized, or approved for resistance to wind, rain, or snow), or indoor installation within an unheated space (*i.e.*, isolated combustion systems), determine the jacket loss using Section 5.40 and Annex J of ANSI Z21.47–2021 while the unit is operating at the maximum nameplate input. The jacket shall consist of the surfaces surrounding the heating section of the furnace. The jacket includes all surfaces separating the heating section from the supply air, outside air, or condenser section, including the bottom surface separating the heating section from the basepan.

**1.3** For commercial warm air furnaces that are designed only for indoor installation within a heated space, jacket loss shall be zero. For commercial warm air furnaces that are designed for indoor installation within a heated or unheated space, multiply the jacket loss determined in section 1.2 of this appendix by 1.7. For all other commercial warm air furnaces, including commercial warm air furnaces that are designed for outdoor installation (including but not limited to CWAFFs that are weatherized, or approved for resistance to wind, rain, or snow), multiply the jacket loss determined in section 1.2 of this appendix by 3.3.

**1.4** Subtract the jacket loss determined in section 1.3 of this appendix from the TE determined in section 1.1 of this appendix to determine the full-load efficiency.

**1.5** Set up and test the unit according to sections 0 through 4 of appendix A to this subpart, while operating the unit at the nameplate minimum input rate (*i.e.*, part load). Calculate TE using the procedure specified in sections 3 and 4 of appendix A to this subpart.

**1.6** For commercial warm air furnaces that are designed for outdoor installation (including but not limited to CWAFFs that are

weatherized, or approved for resistance to wind, rain, or snow), or indoor installation within an unheated space (*i.e.*, isolated combustion systems), determine the jacket loss using Section 5.40 and Annex J of ANSI Z21.47–2021 while the unit is operating at the minimum nameplate input. Alternatively, the jacket loss determined in section 1.2 of this appendix at the maximum nameplate input may be used.

**1.7** For commercial warm air furnaces that are designed only for indoor installation within a heated space, jacket loss shall be zero. For commercial warm air furnaces that are designed for indoor installation within a heated or unheated space, multiply the jacket loss determined in section 1.6 of this appendix by 1.7. For all other commercial warm air furnaces, including commercial warm air furnaces that are designed for outdoor installation (including but not limited to CWAFFs that are weatherized, or approved for resistance to wind, rain, or snow), multiply the jacket loss determined in section 1.6 of this appendix by 3.3.

**1.8** Subtract the jacket loss determined in section 1.7 of this appendix from the TE determined in section 1.5 of this appendix to determine the part-load efficiency.

**1.9** Calculate TE2 by taking the average of the full-load and part-load efficiencies as determined in sections 1.4 and 1.8 of this appendix, respectively.

[FR Doc. 2023–11341 Filed 6–1–23; 8:45 am]

**BILLING CODE 6450–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2023–0434; Product Identifier 91–NM–255–AD; Amendment 39–22450; AD 92–02–14 R1]**

**RIN 2120–AA64**

### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule; removal.

**SUMMARY:** The FAA is removing Airworthiness Directive (AD) 92–02–14, which applied to certain Airbus SAS Model A320 series airplanes. AD 92–02–14 required inspection for correct installation of the flexible control cables on the overwing emergency escape slides. The FAA issued AD 92–02–14 to prevent failure of the overwing emergency escape slides to deploy, which would compromise use of the exit during an emergency. Since the FAA issued AD 92–02–14, no new occurrences of incorrect cable installations have been reported, and existing maintenance activities are adequate to prevent new occurrences.

Therefore, the FAA has determined that AD 92–02–14 is no longer necessary. Accordingly, AD 92–02–14 is removed.

**DATES:** This AD becomes effective June 2, 2023.

### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2023–0434; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Dan Rodina, Aerospace Engineer, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone 206–231–3225; email [Dan.Rodina@faa.gov](mailto:Dan.Rodina@faa.gov).

### SUPPLEMENTARY INFORMATION:

#### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by removing AD 92–02–14, Amendment 39–8150 (57 FR 5375, February 14, 1992) (AD 92–02–14). AD 92–02–14 applied to certain Airbus SAS Model A320 series airplanes. The NPRM was published in the **Federal Register** on March 24, 2023 (88 FR 17751). The NPRM was prompted by the determination that AD 92–02–14 is no longer necessary. AD 92–02–14 required inspection for correct installation of the flexible control cables on the overwing emergency escape slides. The FAA issued AD 92–02–14 to prevent failure of the overwing emergency escape slides to deploy, which would compromise use of the exit during an emergency. Since the FAA issued AD 92–02–14, no new occurrences of incorrect cable installations have been reported, and existing maintenance activities are adequate to prevent new occurrences. The NPRM proposed to remove AD 92–02–14. The FAA is issuing this AD to remove AD 92–02–14.

#### Discussion of Final Airworthiness Directive

#### Comments

The FAA received a comment from The Air Line Pilots Association, International (ALPA), in support of the NPRM without change.

### Justification for Determination of the Effective Date

Section 553(d) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to make rules effective in less than thirty days, upon a finding of “good cause.” Since the FAA issued AD 92–02–14, no new occurrences of incorrect cable installations have been reported, and existing maintenance activities are adequate to prevent new occurrences. Therefore, the FAA is issuing this AD to remove AD 92–02–14, and the FAA did not receive any adverse comments or useful information about this AD from U.S. operators that necessitates waiting 30 days for relief from this requirement. Accordingly, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

### Conclusion

The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

This AD removes all actions of AD 92–02–14. Therefore, the requirements of AD 92–02–14 are terminated.

### Related Costs of Compliance

This AD adds no costs. This AD removes AD 92–02–14 from 14 CFR part 39; therefore, operators are no longer required to show compliance with that AD.

### 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.

### Regulatory Findings

The FAA determined that 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:
  - a. Removing Airworthiness Directive (AD) 92–02–14, Amendment 39–8150 (57 FR 5375, February 14, 1992), and
  - b. Adding the following new AD:

**92–02–14 R1 Airbus SAS:** Amendment 39–22450; Docket No. FAA–2023–0434; Product Identifier 92–NM–155–AD.

#### (a) Effective Date

This AD is effective June 2, 2023.

#### (b) Affected AD

This AD replaces AD 92–02–14, Amendment 39–8150 (57 FR 5375, February 14, 1992).

#### (c) Applicability

This action applies to Airbus Model A320–211, A320–212, and A320–231 airplanes, certificated in any category, manufacturer serial numbers 002 through 162 inclusive, 167, and 171 through 174 inclusive.

#### (d) Subject

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

#### (e) Terminating Action

This AD terminates all requirements of AD 92–02–14.

#### (f) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer,

International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone 206–231–3225; email [Dan.Rodina@faa.gov](mailto:Dan.Rodina@faa.gov).

#### (g) Material Incorporated by Reference

None.

Issued on May 26, 2023.

#### Ross Landes,

*Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2023–11705 Filed 6–1–23; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[Docket No. USCG–2023–0403]

### Special Local Regulations Northern California and Lake Tahoe Area Annual Marine Events; Escape From Alcatraz Swim, San Francisco, CA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notification of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce the special local regulations for the annual Escape From Alcatraz Swim on June 11, 2023 to provide for the safety of life on navigable waterways in the San Francisco Bay during this event. Our regulation for marine events in Northern California identifies the regulated area for this event in San Francisco, CA. During the enforcement period, unauthorized persons or vessels are prohibited from entering into, transiting through, or loitering or anchoring in the regulated area, unless authorized by the designated Patrol Commander (PATCOM) or other Federal, State, or local law enforcement agencies on scene to assist the Coast Guard in enforcing the regulated area.

**DATES:** The regulations in 33 CFR 100.1103 will be enforced for the location in table 1 to § 100.1103, item number 6, from 7 a.m. to 8:30 a.m. on June 11, 2023.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call, or email MST1 Shannon Curtaz-Milian, Sector San Francisco Waterways Management, U.S. Coast Guard; telephone (415) 399–7440, email [SFWaterways@uscg.mil](mailto:SFWaterways@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the special local regulations in 33 CFR 100.1103, table 1