

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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

#### (l) Related Information

For more information about this AD, contact Kristi Bradley, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5110; email [kristin.bradley@faa.gov](mailto:kristin.bradley@faa.gov).

#### (m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2021-0193, dated August 20, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0193, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); internet [easa.europa.eu](http://easa.europa.eu). You may find the EASA material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. This material may be found in the AD docket at [regulations.gov](http://regulations.gov) by searching for and locating Docket No. FAA-2022-0805.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [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 September 9, 2022.

**Christina Underwood,**

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

[FR Doc. 2022-20542 Filed 9-21-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA-2022-1116; Airspace  
Docket No. 22-ANE-5]

RIN 2120-AA66

#### Modification of Restricted Areas R-6501A and R-6501B; Underhill, VT

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies restricted areas R-6501A and R-6501B, Underhill, VT, by amending the upper altitude limit of R-6501A and the lower altitude limit of R-6501B. Certain military activities near Underhill, VT, require restricted airspace that exceeds the current 4,000-foot mean sea level (MSL) upper altitude limit of R-6501A. As a result, R-6501B must be activated, along with R-6501A, to ensure containment of the hazardous activity. Raising the upper altitude limit of R-6501A from 4,000 feet MSL to but not including 4,900 feet MSL and the lower altitude limit of R-6501B from 4,000 feet MSL to 4,900 feet MSL, will result in more efficient use of airspace by reducing the need to activate R-6501B. This modification is fully contained within the existing lateral and vertical limits of R-6501A and B. The activities conducted in these restricted airspace areas are unchanged.

**DATES:** Effective date 0901 UTC, December 29, 2022.

**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 since it adjusts

the upper altitude limit of R-6501A, and the lower altitude limit of R-6501B, to enable more efficient use of airspace.

#### Background

Restricted area R-6501A, Underhill, VT, extends from the surface to 4,000 feet MSL. The time of designation for the area is: "From 0700 to 2300 local time, Monday-Friday; 0000 Saturday to 2359 Sunday; and other times by NOTAM issued 24 hours in advance."

Restricted area R-6501B directly overlies R-6501A and shares the same lateral boundaries. R-6501B extends from 4,000 feet MSL to 13,600 feet MSL. The time of designation is: "Intermittent by NOTAM 24 hours in advance."

Currently, the altitude that separates the two areas is 4,000 feet MSL. The issue is that the 4,000 feet MSL ceiling of R-6501A is not sufficient to safely contain most activities being conducted. This requires that R-6501B also be activated along with R-6501A. However, the activation of R-6501B restricts the airspace all the way up to 13,600 feet MSL, even though the majority of R-6501B is not needed for certain operations. Raising the upper altitude limit of R-6501A from 4,000 feet MSL to "to but not including 4,900 feet MSL"; and the lower altitude limit of R-6501B from 4,000 feet MSL to "4,900 feet MSL" will eliminate the need to frequently activate R-6501B. This will make more airspace available for Air Traffic Control (ATC) and general aviation use.

To provide for more efficient use of airspace, the FAA and the using agency agreed to change the altitude that separates R-6501A and R-6501B from 4,000 feet MSL to 4,900 feet MSL. The new configuration enables activation of less restricted airspace to ensure containment of the majority of the using agency's training needs while maintaining the ability to activate additional restricted airspace for missions that require higher altitudes.

These changes will accommodate the using agency's requirements while releasing unneeded restricted airspace for access by other airspace users. With regard to the existing R-6501A and B, which abut, the lateral boundaries of the restricted airspace areas, the lowest and uppermost vertical limits of the airspace areas, and the activities conducted within the airspace are unchanged.

#### The Rule

This action amends 14 CFR part 73 by changing the upper altitude limit of R-6501A and lower altitude limit of R-6501B to adjust the internal altitude that separates them and minimizes the need to activate R-6501B. The time of

designation for R-6501A and R-6501B remains the same as currently designated. The activities conducted within the restricted areas are unchanged.

This change enhances the efficient use of the National Airspace System by providing for activation of the minimum amount of restricted airspace needed for the specific mission being conducted, thereby releasing unneeded restricted airspace for access by other users. This reduces the burden on the flying public. Further, the modification does not change the current lateral boundaries, overall lowest and highest designated altitude limits, time of designation, or activities conducted within the restricted areas. Therefore, I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

#### Regulatory Notices and Analyses

The FAA has determined that this action 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 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

This action of modifying restricted areas R-6501A and R-6501B, by amending the internal altitude limits that separate them, 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 5–6.5f, which categorically excludes from further environmental impact review, actions that increase the altitude of

special use airspace. 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 73

Airspace, Prohibited areas, Restricted areas.

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

#### PART 73—SPECIAL USE AIRSPACE

- 1. The authority citation for part 73 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.

#### § 73.51 [Amended]

- 2. § 73.65 is amended as follows:

\* \* \* \* \*

#### R-6501A Underhill, VT [Amended]

By removing the current designated altitudes and substituting the following:

*Designated altitudes.* Surface to but not including 4,900 feet MSL.

#### R-6501B Underhill, VT [Amended]

By removing the current designated altitudes and substituting the following:

*Designated altitudes.* 4,900 feet MSL to 13,600 feet MSL.

\* \* \* \* \*

Issued in Washington, DC, on September 19, 2022.

**Eric S. Jennings,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–20577 Filed 9–21–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 91

[Docket No.: FAA–2022–1212]

#### Changes to Surveillance and Broadcast Services

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

**ACTION:** Notification of changes to Surveillance Services.

**SUMMARY:** This action announces termination of the Mode-S Traffic Information Service (TIS) at 104 terminal Mode-S radar sites. The FAA is replacing these legacy terminal Mode-S radars via the Mode-S Beacon Replacement System (MSBRS) program, or may remove legacy terminal Mode-S radars as part of other ongoing activities. As each legacy terminal Mode-S Radar is replaced or removed, the FAA will no longer provide Mode-S TIS to capable transponders from that location. This change does not affect existing Traffic Information Service—Broadcast (TIS-B), Automatic Dependent Surveillance—Rebroadcast (ADS-R), or Automatic Dependent Surveillance—Same Link Rebroadcast (ADS-SLR) services currently provided to properly ADS-B equipped aircraft.

**DATES:** September 22, 2022.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact: Michael Freie, Technical Advisor, Surveillance Services, AJM–4, Air Traffic Organization, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: 202–528–2337; email: [michael.freie@faa.gov](mailto:michael.freie@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Executive Summary

In 2018, the FAA commissioned a study to assess the safety and economic impacts on general aviation owners and operators (from here on referred to as “the GA Community”) from the termination of Mode-S Traffic Information Service (TIS). The purpose of this study was to communicate information on the removal of Mode-S TIS from the National Airspace System (NAS) through user outreach and engaging with non-governmental organizations (e.g., AEA, AOPA, EAA, and GAMA). The results of the study confirmed that removal of Mode-S TIS has no significant adverse safety or economic impacts on the GA Community. Therefore, beginning in