

cabin, the search challenges associated with HWS designs, and therefore the particular conditions necessary, may be limited when there are a relatively small number of installed suites, and therefore a smaller amount of area in which objects could be concealed.

In consideration of the HWS design and ceiling interface, an installation incorporating six suites or less limits the search challenge due to the limited overhead area involved, which is similar to the search area presented by installation of a combined galley and lavatory area. Installations incorporating more than six suites present a large overhead area that more closely resembles the search challenges presented by the large overhead bin areas currently addressed by the rule. Since the development of HWS designs such as this one were not specifically considered during development of the rule, special conditions are needed for interior configurations incorporating HWS.

Special Conditions 25–703–SC were previously issued for HWS installations on Model 777–300ER. Those special conditions, however, did not address the novel wall-to-ceiling interface design proposed for Model 777–9 HWS installations. In order to ensure that the Model 777–9 design facilitates a search for dangerous objects, these additional special conditions were proposed for Boeing Model 777–9 airplanes.

The associated guidance material presented in Advisory Circular 25.795–8, Interior Design to Facilitate Searches, dated October 24, 2008, specific to overhead bins designs can also be applied to the Model 777–9 HWS designs.

The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

#### Discussion of Comments

The FAA issued Notice of Proposed Special Conditions No. 25–19–06–SC for The Boeing Company (Boeing) Model 777–9 series airplane, which was published in the **Federal Register** on August 9, 2019 (84 FR 39234). No comments were received, and the special conditions are adopted as proposed, except that information about the availability of AC 25.795–8 as a method of compliance was moved from required text to the preceding general discussion.

#### Applicability

As discussed above, these special conditions are applicable to the Boeing

Model 777–9 series airplanes with HWS installations that interface with the ceiling. Should Boeing apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

#### Conclusion

This action affects only certain novel or unusual design features on one model series of airplanes. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### Authority Citation

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Boeing Model 777–9 series airplanes with HWS installed. These conditions are in addition to existing FAA Special Condition No. 25–703–SC published in the **Federal Register** on October 26, 2017 (82 FR 49492).

#### Interior Design To Facilitate Searches Above Passenger Cabin High Wall Suites

1. The area above each HWS must be designed such that there should be no hazards to a person performing a physical search above the HWS (*e.g.*, no hot surfaces, no sharp edges, and no corners).

2. Where there are more than six (6) HWS installed on the aircraft, design features must be incorporated that will deter concealment or promote discovery of weapons, explosives, or objects from a simple inspection. Areas above the HWS must be designed to prevent objects from being hidden from view in a simple, visual search from the aisle.

Issued in Des Moines, Washington, on February 14, 2020.

**James E. Wilborn,**

*Acting Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2019–0799; Airspace Docket No. 19–AGL–13]

RIN 2120–AA66

#### Amendment of VHF Omnidirectional Range (VOR) Federal Airway V–71 and Area Navigation Route T–285 Due to the Decommissioning of the Winner, SD, VOR

#### Correction

Rule document C1–2020–03280, appearing on page 11841 in the issue of Friday, February 28, 2020 is withdrawn.

In rule document 2020–03280, appearing on pages 10052 through 10053 in the issue of Friday, February 21, 2020 make the following correction.

#### § 71.1 [Corrected]

■ On page 10053, in the table, on the final line, “(Lat. 44°26′24.30″ N, long. 98°18′39.89″ W)” should read “(Lat. 44°26′24.30″ N, long. 98°18′39.89″ W)”.

[FR Doc. C2–2020–03280 Filed 3–4–20; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31298; Amdt. No. 3893]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.