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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2023–1204; Project Identifier AD–2023–00340–A; Amendment 39–22448; AD 2023–11–03]

RIN 2120–AA64

Airworthiness Directives; Honda Aircraft Company LLC Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2022–18–03, which applied to certain Honda Aircraft Company LLC (Honda) Model HA–420 airplanes. AD 2022–18–03 required incorporating temporary revisions into the airplane flight manual (AFM) and the quick reference handbook (QRH) that modify procedures for windshield heat operation until the affected windshield assemblies are replaced. This AD retains all actions required by AD 2022–18–03 and corrects typographical errors in certain document numbers specified in certain paragraphs of the regulatory information. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 16, 2023.

The Director of the Federal Register previously approved the incorporation by reference of certain publications listed in this AD as of September 22, 2022 (87 FR 54134, September 2, 2022).

The Director of the Federal Register previously approved the incorporation by reference of a certain other publication listed in this AD as of April 18, 2022 (87 FR 14155, March 14, 2022).

The FAA must receive any comments on this AD by July 17, 2023.

ADDRESSES: You may send comments, using the procedures found in 14 CFR

11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov*. Follow the instructions for submitting comments.

- *Fax:* (202) 493–2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* by searching for and locating Docket No. FAA–2023–1204; 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, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For service information identified in this final rule, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662–0246; website: *hondajet.com*.

- You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* by searching for and locating Docket No. FAA–2023–1204.

FOR FURTHER INFORMATION CONTACT:

Bryan Long, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5578; email: *9-ASO-ATLACO-ADs@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued AD 2022–18–03, Amendment 39–22154 (87 FR 54134, September 2, 2022), (AD 2022–18–03), for certain serial-numbered Honda Model HA–420 airplanes, with a certain windshield assembly installed. AD 2022–18–03 required incorporating temporary revisions into the AFM and the QRH that modify procedures for windshield heat operation until the affected windshield assemblies are replaced. AD 2022–18–03 resulted from a report of in-flight smoke and fire that initiated from the windshield heat

power wire braid. The FAA issued AD 2022–18–03 to prevent arcing of the windshield heat power wire braid, which could ignite the wire sheathing and sealant and the windshield acrylic, resulting in possible smoke and fire in the cockpit.

Actions Since AD 2022–18–03 Was Issued

Since the FAA issued AD 2022–18–03, typographical errors were found in the document numbers referencing one AFM and two QRHs in paragraphs (g)(1)(ii) through (iv) of the regulatory information. This AD retains all actions required by AD 2022–18–03 and corrects the typographical errors in the identified document citations. The FAA is issuing this AD to address the unsafe condition on these products.

FAA's Determination

The FAA is issuing this AD because the agency determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Related Service Information Under 14 CFR Part 51

This AD requires the following service information, which the Director of the Federal Register approved for incorporation by reference (IBR) on September 22, 2022 (87 FR 54134, September 2, 2022).

- Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29000–003–001 Rev E.

- Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29001–003–001 Rev C.

- HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29000–007–001 Rev E.

- HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29001–007–001 Rev C.

This AD also requires the following service information, which the Director of the Federal Register approved for IBR on April 18, 2022 (87 FR 14155, March 14, 2022).

- Honda Aircraft Company Alert Service Bulletin SB–420–56–002, Revision B, dated April 19, 2021 (Honda SB–420–56–002, Revision B).

This service information is reasonably available because the interested parties have access to it through their normal

course of business or by the means identified in the **ADDRESSES** section.

AD Requirements

This AD requires accomplishing the actions specified in the service information already described, except as discussed under “Differences Between this AD and the Service Information.”

Differences Between This AD and the Service Information

Honda issued temporary revisions to the AFM, QRH, and electronic checklist (ECL) prior to issuing Honda SB-420-56-002, Revision B, which specifies replacement of the windshield assemblies. Honda SB-420-56-002, Revision B, does not specify incorporating the temporary revisions to the AFM, QRH, and ECL but addresses removal if the temporary revisions were incorporated. This AD does not require incorporating or removing the temporary revisions to the ECL because the ECL is not part of the approved type design of the airplane. All pertinent requirements would be addressed through the AFM.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

Since this action retains all of the requirements of AD 2022-18-03 and

only corrects obvious errors in document citations, it is unlikely that the FAA will receive any adverse comments or useful information about this AD from U.S. operators. Accordingly, notice and opportunity for prior public comment are unnecessary and contrary to the public interest pursuant to 5 U.S.C. 553(b)(3)(B). In addition, for the foregoing reason, 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.

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under **ADDRESSES**. Include “FAA-2023-1204 and Project Identifier AD-2023-00340-A” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your

comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Bryan Long, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 156 airplanes of U.S. registry. There are 475 affected windshield assemblies worldwide, and the FAA has no way of knowing the number of affected windshield assemblies installed on U.S. airplanes. The estimated cost on U.S. operators reflects the maximum possible cost based on the 156 airplanes of U.S. registry. This new AD only retains the actions required by AD 2022-18-03 and, therefore, adds no new costs to affected operators.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per airplane	Cost on U.S. operators
Insert revised procedures in the AFM and QRH.	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$13,260
*Windshield assembly replacement (both left and right assemblies).	154 work-hours × \$85 per hour = \$13,090	153,286	166,376	25,954,656
Remove revised procedures from the AFM and QRH.	1 work-hour × \$85 per hour = \$85	0	85	13,260

*On most airplanes, both the left and right windshield assemblies have a serial number affected by the unsafe condition, and the above costs represent replacement of both the left and right windshield assemblies. However, some airplanes may only have one affected windshield assembly and not require replacement of both.

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, and
- (2) Will not affect intrastate aviation in Alaska.

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 2022–18–03, Amendment 39–22154 (87 FR 54134, September 2, 2022); and
 - b. Adding the following new airworthiness directive:

2023–11–03 Honda Aircraft Company LLC:
Amendment 39–22448; Docket No. FAA–2023–1204; Project Identifier AD–2023–00340–A.

(a) Effective Date

This airworthiness directive (AD) is effective June 16, 2023.

(b) Affected ADs

This AD replaces AD 2022–18–03, Amendment 39–22154 (87 FR 54134, September 2, 2022) (AD 2022–18–03).

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA–420 airplanes, serial numbers 42000011 through 42000179, 42000182, and 42000187, certificated in any category, with a windshield assembly installed that has a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda Aircraft Company Alert Service Bulletin SB–420–56–002, Revision B, dated April 19, 2021 (Honda SB–420–56–002, Revision B).

(d) Subject

Joint Aircraft System Component (JASC) Code 3040, Windshield/Door Rain/Ice Removal.

(e) Unsafe Condition

This AD was prompted by a report of in-flight smoke and fire that initiated from the windshield heat power wire braid. The FAA is issuing this AD to prevent arcing of the windshield heat power wire braid, which could ignite the wire sheathing and sealant and the windshield acrylic. This condition, if not addressed, could lead to cockpit smoke and fire.

(f) Compliance

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

(g) Temporary Revisions to the Airplane Flight Manuals (AFMs) and Quick Reference Handbooks (QRHs)

(1) Within 15 days after the effective date of this AD, revise the existing AFM and QRH for your airplane by inserting the pages identified in the applicable temporary revisions listed in paragraphs (g)(1)(i) through (iv) of this AD.

(i) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29001–003–001 Rev C.

(ii) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29000–007–001 Rev E.

(iii) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29000–003–001 Rev E.

(iv) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29001–007–001 Rev C.

(2) The actions required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4), and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Windshield Assembly Replacement

Within 24 months after September 22, 2022 (the effective date of AD 2022–18–03), for each windshield assembly with a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda SB–420–56–002, Revision B, replace

the windshield assembly in accordance with step (2) or (3) of the Accomplishment Instructions in Honda SB–420–56–002, Revision B.

(i) Removal of Revisions to the AFMs and QRHs

Before further flight after replacing the windshield assemblies required by paragraph (h) of this AD, remove the AFM and QRH pages that were required by paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification branch, send it to the attention of the person identified in paragraph (k) of this AD.

(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.

(3) AMOCs approved previously in accordance with AD 2022–05–13, Amendment 39–21965 (87 FR 14155, March 14, 2022), are approved as AMOCs for the corresponding requirements in paragraph (g) of this AD.

(4) AMOCs approved previously in accordance with AD 2022–18–03 are approved as AMOCs for the corresponding requirements in paragraph (g) of this AD.

(5) For service information that contains steps that are labeled as “Required for Compliance” (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Bryan Long, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5578; email: 9-ASO-ATLACO-ADS@faa.gov.

(l) 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.

(3) The following service information was approved for IBR on September 22, 2022 (87 FR 54134, September 2, 2022).

(i) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJ1-29000-003-001 Rev E.

(ii) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJ1-29001-003-001 Rev C.

(iii) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook HJ1-29000-007-001 Rev E.

(iv) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook HJ1-29001-007-001 Rev C.

(4) The following service information was approved for IBR on April 18, 2022 (87 FR 14155, March 14, 2022).

(i) Honda Aircraft Company Alert Service Bulletin SB-420-56-002, Revision B, dated April 19, 2021.

(ii) [Reserved]

(5) For service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662-0246; website: hondajet.com.

(6) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(7) 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, email: fr.inspection@nara.gov, or go to: www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on May 25, 2023.

Ross Landes,

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

[FR Doc. 2023-11636 Filed 5-31-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2023-1120; Airspace Docket No. 23-AEA-09]

RIN 2120-AA66

Amendment of Very High Frequency (VHF) Omnidirectional Range (VOR) Federal Airway V-376; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; technical amendment.

SUMMARY: This action amends Very High Frequency (VHF) Omnidirectional Range (VOR) Federal airway V-376 by

removing the Nottingham, MD (OTT), VOR/Tactical Air Navigational System (VORTAC) from the route description and replacing it with the Casanova, VA (CSN), VORTAC. This action is required due to the planned decommissioning of the Nottingham, MD (OTT), VORTAC as part of FAA's VOR Minimum Operational Network (MON) program. This action does not change the alignment, altitudes, or operating requirements of V-376. In addition, language is added to exclude the airspace within restricted areas R-6601A, R-6601B, and R-6601C.

DATES: Effective date 0901 UTC, August 10, 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 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington DC 20591; telephone: (202) 267-8783.

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 as it updates a navigational aid (NAVAID) used to describe VOR Federal airway V-376.

Background

VOR Federal airway V-376 currently extends from Richmond, VA, to the IRONS, MD, Fix. The IRONS Fix is identified by the intersection of the Richmond, VA (RIC), VORTAC 009° and the Nottingham, MD (OTT), VORTAC 238° radials. Because the Nottingham, MD (OTT), VORTAC is scheduled to be decommissioned, a radial from another suitable NAVAID must be substituted to identify the IRONS Fix. In this case, a radial from the Casanova, VA (CSN), VORTAC is already associated with the IRONS Fix in the FAA's National Airspace System Resource (NASR) database. Therefore, the Casanova, VA 100°(T)/106°(M) radial replaces the Nottingham 238° radial in the V-376 description. Note that only True degrees are stated in the route's regulatory description set forth below.

A review of airway V-376 shows that the route traverses restricted areas R-6601A, R-6601B, and R-6601C as well as R-6612. Therefore, the exclusionary language must be amended to add the additional restricted areas.

Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11G, 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. These amendments will be published in the next update to FAA Order JO 7400.11.

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 updating the NAVAID used in the description of VOR Federal airway V-376. Because the Nottingham, MD (OTT), VORTAC is scheduled for decommissioning, it must be removed from the airway description. This action removes "Nottingham, MD 238°" and replaces it with "Casanova, VA 100°". In addition, a review of airway V-376 shows that the route traverses restricted areas R-6601A, R-6601B, and R-6601C. However, those restricted areas are not included in the exclusionary language of the route description. This action amends the exclusionary language by removing the words "The airspace within R-6612 is excluded" and replacing them with "The airspace