

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 25**

[Docket No. FAA–2019–0329, Special Conditions No. 25–760–SC]

Special Conditions: The Boeing Company Model 777–9 Series Airplane; Interior Design To Facilitate Searches Above Passenger Cabin High Wall Suites

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; correction.

SUMMARY: The FAA is correcting an error that appeared in the **Federal Register** on March 5, 2020, for Special Conditions No. 25–760–SC, Docket No. FAA–2019–0329. In that document, the final special conditions text is incorrect and this document now posts the correct text.

DATES: This correction is effective on October 23, 2020.

FOR FURTHER INFORMATION CONTACT: Shannon Lennon, Airframe and Cabin Safety Section, AIR–675, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone and fax 206–231–3209; email shannon.lennon@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On February 14, 2020, the FAA issued Special Conditions No. 25–760–SC, under Docket No. FAA–2019–0329. Those special conditions were published in the **Federal Register** on March 5, 2020, (85 FR 12864). Those special conditions pertain to passenger cabins with high wall suites (HWS) for The Boeing Company Model 777–9 series airplane, which is a derivative of the Model 777–300ER airplane currently approved under Type Certificate No. T00001SE.

A special condition paragraph to that document published with incorrect text in condition No. 1. As published, the first special conditions paragraph stated that there should be no hazards to a person performing a physical search above the high wall suites (e.g., no hot surfaces, no sharp edges, and no corners). There are no substantive changes to the document as it is apparent that a corner is inherently not a hazard in and of itself. However, a sharp corner could be. It is evident that

the text should have included corner as modified by sharp not just corner itself; otherwise all corners would be considered hazardous. Therefore, the text should have read: “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 or corners)” from the beginning.

Correction

In Special Conditions No. 25–760–SC, published in the **Federal Register** on March 5, 2020, (85 FR 12864), FR Doc. 2020–03474, on page 12865, in the second column, correct the first special conditions paragraph to read as follows:

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 or corners).

Issued in Des Moines, Washington, on October 7, 2020.

James E. Wilborn,

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

[FR Doc. 2020–22567 Filed 10–22–20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2020–0512; Airspace Docket No. 20–AGL–10]

RIN 2120–AA66

Establishment of Area Navigation (RNAV) Routes T–301 and T–305; Northcentral United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes area navigation (RNAV) routes T–301 and T–305 in the northcentral United States. The new RNAV routes expand the availability of RNAV routing in support of transitioning the National Airspace System (NAS) from ground-based to satellite-based navigation. Additionally, a portion of the new RNAV routes provide enroute structure where VHF Omnidirectional Range (VOR) Federal airway segments were removed due to the Cape Girardeau, MO, VOR being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, December 31, 2020. The Director of the

Federal Register approves this incorporation by reference action under title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://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. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email: fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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 for Docket No. FAA–2020–0512 in the **Federal Register** (85 FR 36172; June 15, 2020), establishing T–301 and T–305 to expand the availability of RNAV routing in support of transitioning the NAS from ground-based to satellite-based navigation. Additionally, portions of the new RNAV routes provide enroute structure where VHF Omnidirectional Range (VOR) Federal airway segments were removed due to the Cape