

(4) A general description of the use of the required stress test as one element in an Enterprise's overall capital planning and capital assessment. If an Enterprise is under conservatorship, this description shall be coordinated with FHFA;

(5) Aggregate losses, pre-provision net revenue, net income, net worth, pro forma capital levels and capital ratios (including regulatory and any other capital ratios specified by FHFA) over the planning horizon, under the scenario; and

(6) Such other data fields, in such form (e.g., aggregated), as the Director may require.

Dated: March 11, 2020.

Mark A. Calabria,

Director, Federal Housing Finance Agency.

[FR Doc. 2020-05476 Filed 3-23-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2017-1125; Product Identifier 2017-SW-078-AD; Amendment 39-19880; AD 2020-06-11]

RIN 2120-AA64

Airworthiness Directives; MD Helicopters Inc. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for MD Helicopters Inc. (MDHI) Model 600N helicopters. This AD requires establishing a life limit for the main rotor (M/R) blade upper control collective/longitudinal link assembly (link assembly). This AD was prompted by the discovery that the life limit was omitted from the maintenance manual. The actions of this AD are intended to prevent an unsafe condition on these products.

DATES: This AD is effective April 28, 2020.

ADDRESSES: For service information related to this final rule, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <https://www.mdhelicopters.com>. You may review 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.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1125; 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 AD, any comments received, and other information. The street 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:

Payman Soltani, Aerospace Engineer, Airframe Section, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone 562-627-5313; email payman.soltani@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to MDHI Model 600N helicopters with a yaw stability augmentation system and with an M/R link assembly part number (P/N) 600N7617-1 installed. The NPRM published in the **Federal Register** on September 10, 2018 (83 FR 45580). The NPRM was prompted by a report from MDHI that during a review of the Airworthiness Limitations section of the applicable maintenance manual, MDHI discovered that it did not include a life limit for link assemblies installed on MDHI Model 600N helicopters with a yaw stability augmentation system. Link assembly P/N 600N7617-1, which is made of aluminum, is a life-limited part with a life limit of 15,000 hours time-in-service (TIS). MDHI subsequently revised the Airworthiness Limitations section of the maintenance manual to include the life limit. The NPRM proposed to require creating a component history card or equivalent record for each affected link assembly, if one does not exist, and recording a life limit of 15,000 hours TIS. This NPRM also proposed to require determining the hours TIS of the link assembly and removing the link assembly from service according to the new life limit. The proposed requirements were intended to prevent

a link assembly remaining in service beyond its life limit, which could result in fatigue failure, loss of M/R blade pitch control, and subsequent loss of helicopter control.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request

MDHI expressed concern that the requirements proposed by the NPRM do not definitively eliminate the risk of a life limit being exceeded.

MDHI stated that link assembly P/N 600N7617-1 is not serialized and is aware that link assemblies have been installed on aircraft with multiple serial numbers, possibly indicating that link assemblies P/N 600N7617-1 may not have a reliable TIS record. MDHI also stated if the TIS is unknown, arbitrarily setting the TIS to the aircraft hours may not adequately reflect the actual TIS of link assembly P/N 600N7617-1.

FAA Response

The FAA acknowledges link assembly P/N 600N7617-1 is not serialized and the possibility of cross-installation on multiple aircraft. However, the FAA has determined that using the hours TIS of the helicopter mitigates the risk to an acceptable level because there is a small number of link assemblies P/N 600N7617-1 in-service, the usage rate for MDHI Model 600N helicopters is similar throughout the fleet, and the 15,000 hours TIS life limit includes a built-in life reduction for different variabilities.

Request

MDHI requested the FAA mandate the replacement of link assembly P/N 600N7617-1 with link assembly P/N 600N7617-5. MDHI explained that installation of link assembly P/N 600N7617-5 is consistent with production and field modification installations of the yaw stability augmentation system (YSAS), which requires installation of link assembly P/N 600N7617-5, and that link assembly P/N 600N7617-5 is not subject to life-limiting fatigue, therefore eliminating this potential safety risk.

FAA Response

The FAA agrees that replacing link assembly P/N 600N7617-1 with link assembly P/N 600N7617-5 is beneficial but disagrees that the replacement is required for airworthiness. Link

assembly P/N 600N7617-5 is an upgraded part made of steel and is not subject to a life limit. The FAA disagrees with requiring replacement of link assembly P/N 600N7617-1 with link assembly P/N 600N7617-5 because link assembly P/N 600N7617-1 is airworthy within the life limit of 15,000 TIS. The FAA provided additional information about this response, which can be found in the AD docket. The FAA has added an optional terminating action to the requirements of this AD that specifies removing link assembly P/N 600N7617-1 from service and installing link assembly P/N 600N7617-5 instead.

FAA's Determination

The FAA has reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule as proposed except for the changes described previously. These changes are consistent with the intent that was proposed in the NPRM to address the unsafe condition and do not add any additional burden upon the public to that already proposed in the NPRM. The FAA has also determined that these changes will neither increase the economic burden on any operator nor increase the scope of this final rule.

Related Service Information

The FAA reviewed MDHI CSP-HMI-2 MDHI Maintenance Manual, Chapter 04, Airworthiness Limitations, Revision 47, dated September 30, 2016. This service information specifies a 15,000 hour TIS life limit for link assembly P/N 600N7617-1 for helicopters with a yaw stability augmentation system.

Costs of Compliance

The FAA estimates that this AD affects 26 helicopters of U.S. Registry. The FAA estimates that operators may incur the following costs in order to comply with this AD. Labor costs are estimated at \$85 per work-hour.

Determining the hours TIS of each link assembly and updating the aircraft records takes about 30 minutes, for a cost of \$43 per helicopter and \$1,118 for the U.S. fleet.

Replacing a link assembly, if needed, takes about 2 work-hours, and parts cost about \$984 for an estimated replacement cost of \$1,154 per link per helicopter.

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,
- (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.

Adoption of 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 adding the following new airworthiness directive (AD):

2020-06-11 MD Helicopters Inc.:

Amendment 39-19880; Docket No. FAA-2017-1125; Product Identifier 2017-SW-078-AD.

(a) Applicability

This AD applies to MD Helicopters Inc. (MDHI) Model 600N helicopters, certified in

any category, with a yaw stability augmentation system and with a main rotor (M/R) blade upper control collective/longitudinal link assembly (link assembly) part number (P/N) 600N7617-1 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a link assembly remaining in service beyond its fatigue life. This condition could result in failure of the link assembly, failure of M/R blade pitch control, and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective April 28, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 100 hours time-in-service (TIS):

- (1) Determine the total hours TIS of each link assembly P/N 600N7617-1. If the hours TIS are unknown, use the hours TIS of the helicopter. Remove from service any link assembly that has 15,000 or more hours TIS. Thereafter, remove from service any link assembly before accumulating 15,000 hours TIS.

- (2) Create a component history card or equivalent record for each link assembly P/N 600N7617-1 and record a life limit of 15,000 hours TIS.

- (3) As an optional terminating action to the requirements of paragraphs (e)(1) and (2) of this AD, you may remove from service link assembly P/N 600N7617-1 and install link assembly P/N 600N7617-5.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

- (1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Payman Soltani, Aerospace Engineer, Airframe Section, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone 562-627-5313; email 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.

- (2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

For service information related to this AD, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <https://www.mdhelicopters.com>. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101

Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(i) Subject

Joint Aircraft Service Component (JASC)
Code: 6710, Main Rotor Control.

Issued on March 17, 2020.

Gaetano A. Sciortino,

*Deputy Director for Strategic Initiatives,
Compliance & Airworthiness Division,
Aircraft Certification Service.*

[FR Doc. 2020-05996 Filed 3-23-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2019-0729; Airspace
Docket No. 19-AGL-12]

RIN 2120-AA66

**Amendment of Air Traffic Service
(ATS) Routes V-82, V-217, and T-383
in the Vicinity of Baudette, MN**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule, delay of effective
date.

SUMMARY: This action changes the effective date of a final rule published in the **Federal Register** on February 21, 2020, amending VHF Omnidirectional Range (VOR) Federal airways V-82 and V-217, and area navigation (RNAV) route T-383 in the vicinity of Baudette, MN. The ATS route amendments were due to the planned decommissioning of the Baudette VOR. The FAA is delaying the effective date to coincide with the expected completion of the Minnesota Department of Transportation (DOT) purchase and flight check of a new Distance Measuring Equipment (DME) facility to support the Instrument Landing System (ILS) or Localizer (LOC) Approach to Runway (RWY) 31 instrument approach procedure, which is affected by the loss of the Baudette VOR, at Warroad International Memorial Airport, MN.

DATES: The effective date of the final rule published on February 21, 2020 (85 FR 10054) is delayed until September 10, 2020. The Director of the Federal Register approved 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.

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:

Background

The FAA published a final rule in the **Federal Register** for Docket No. FAA-2019-0729 (85 FR 10054, February 21, 2020), amending VOR Federal airways V-82 and V-217, and RNAV route T-383 in the vicinity of Baudette, MN. The effective date for that final rule is May 21, 2020. However, the decommissioning of the Baudette, MN, VOR has a direct impact on the ILS or LOC RWY 31 instrument approach procedure at Warroad International Memorial Airport, MN, because the DME required for this procedure is out of service.

The Minnesota DOT is currently in the process of purchasing new DME equipment to install at the Warroad International Memorial Airport, MN. Upon purchase and installation of the new equipment, Minnesota DOT has committed to have the required Flight Inspection completed and the DME certified for use by September 10, 2020; therefore, the rule amending V-82, V-217, and T-383 is delayed to coincide with that date.

VOR Federal airways are published in paragraph 6010(a) and RNAV T-routes are published in paragraph 6011 of FAA Order 7400.11D dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airways and RNAV T-route listed in this document will be subsequently published in the Order.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**Good Cause for No Notice and
Comment**

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) 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 seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the brief length of the extension of the effective date and the fact that there is no substantive change to the rule.”

Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule, Airspace Docket 19-AGL-12, as published in the **Federal Register** on February 21, 2020 (85 FR 10054), FR Doc. 2020-03282, is hereby delayed until September 10, 2020.

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.

Issued in Washington, DC, on March 11, 2020.

Scott M. Rosenbloom,

*Acting Manager, Rules and Regulations
Group.*

[FR Doc. 2020-05859 Filed 3-23-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2019-0687; Airspace
Docket No. 19-ASO-17]

RIN 2120-AA66

**Amendment of Area Navigation
Routes, Florida Metroplex Project;
Southeastern United States**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends 11 high altitude area navigation (RNAV) routes (Q-routes) in support of the Florida Metroplex Project. The amendments provide more efficient, streamlined route options for users, and improve the efficiency of the National Airspace System (NAS).

DATES: Effective date 0901 UTC, May 21, 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 7400.11D, 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