

**NATIONAL CREDIT UNION  
ADMINISTRATION****12 CFR Part 704**

RIN 3133-AF13

**Corporate Credit Unions; Extension of  
Comment Period***Correction*

In proposed rule document 2020–07159 on page 19908 in the issue of Thursday, April 9, 2020, make the following correction:

On page 19908, in the first column, in the “DATES” section, in the fifth line, “June 8, 2020” should read “July 27, 2020”.

[FR Doc. C1–2020–07159 Filed 4–10–20; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 21 and 36**

[Docket No.: FAA–2020–0316; Notice No. 20–06]

RIN 2120–AL29

**Noise Certification of Supersonic  
Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to add new supersonic airplanes to the applicability of noise certification regulations, and proposes landing and takeoff noise standards for a certain class of new supersonic airplanes. There is renewed interest in the development of supersonic aircraft, and the proposed regulations would facilitate the continued development of airplanes by specifying the noise limits for the designs, providing the means to certify the airplanes for subsonic operation in the United States.

**DATES:** Send comments on or before July 13, 2020.

**ADDRESSES:** Send comments identified by docket number FAA–2020–0316 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

- *Privacy:* In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

*Docket:* Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. If you are submitting confidential business information as part of a comment, please consult section VI. A. of this document for the proper submission procedure.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact Sandy R. Liu, Office of Policy, International Affairs, & Environment, Noise Division (AEE–100), Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone 202–267–4748; email [sandy.liu@faa.gov](mailto:sandy.liu@faa.gov).

**SUPPLEMENTARY INFORMATION:****I. Executive Summary**

Current noise certification regulations do not include standards for supersonic airplanes other than the Concorde. In its 2018 reauthorization,<sup>1</sup> the FAA was directed to exercise leadership in the creation of Federal and international policies, regulations, and standards relating to the certification and the safe and efficient operation of civil supersonic aircraft. This rulemaking is a step in that process. The agency is proposing to amend the noise certification regulations in Title 14, Code of Federal Regulations (14 CFR) parts 21 and 36 to provide for new supersonic airplanes, and to add subsonic landing and takeoff (LTO) cycle standards for supersonic airplanes that have a maximum takeoff weight no

greater than 150,000 pounds and a maximum operating cruise speed up to Mach 1.8. This proposal is based in part on the Supersonic Transport Concept Airplane (STCA) studies performed by the National Aeronautics and Space Administration (NASA), information provided to the FAA by U.S. industry, and the continuing work of the International Civil Aviation Organization (ICAO) Committee on Aviation Environmental Protection (CAEP). These proposed certification standards would provide a means to certify these airplanes for noise for subsonic operation domestically, but would not affect the prohibition in 14 CFR 91.817 on the creation of sonic booms (*i.e.*, supersonic operations over land in the United States would remain prohibited).

This proposed rule would (1) amend the applicability of part 36 to include new supersonic airplanes for which type certification is requested after a final rule takes effect, (2) revise the definition of *supersonic airplane* to include newly certificated airplanes but exclude the Concorde,<sup>2</sup> (3) provide noise certification reference procedures to be used for all supersonic airplanes, and (4) establish noise limits for takeoff and landing that would apply to Supersonic Level 1 (SSL1) airplanes, as defined in the proposed regulation. The proposed standards include noise limits that are quieter than the Stage 4 limits at which most of the current subsonic jet fleet operates, though louder than the current certification level of Stage 5 for the same aircraft weights. The proposed standards would allow Variable Noise Reduction Systems (VNRS) to be used for noise certification testing, and if used for certification, would require the system to be activated during normal operations.

**II. Authority**

The FAA’s authority to issue rules on 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 III, Section 44715, Controlling aircraft noise and

<sup>2</sup> The Concorde type certificate remains valid, even though none are currently operating. The certification regulations in part 36 that apply to the Concorde are limited to the Concorde model and need to remain in place. The FAA seeks to segregate the Concorde as a historical matter to prevent any confusion; the certification regulations proposed here would apply only to new supersonic airplanes. None of the proposed certification regulations affect the Concorde operating regulations already in place.

<sup>1</sup> Section 181, Public Law 115–254, FAA Reauthorization Act of 2018 (October 5, 2018).