

(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.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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):

The Boeing Company: Docket No. FAA–2020–0465; Product Identifier 2020–NM–074–AD.

(a) Comments Due Date

The FAA must receive comments by July 31, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787–8, 787–9, and 787–10 airplanes, certificated in any category, powered by Rolls Royce Trent 1000 engines.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine Exhaust System.

(e) Unsafe Condition

This AD was prompted by reports of damage to the inner fixed structure (IFS) forward upper fire seal and damage to thermal insulation blankets in the forward upper area of the thrust reverser (TR). The FAA is issuing this AD to address the damage to the IFS forward upper fire seal and the thermal insulation blankets of the TR due to airflow through structural gapping that could occur at the interface between the leading edge of the IFS and the engine splitter structure during flight. Failure of the IFS forward upper fire seal could cause the loss of seal pressurization and degrade the ability to detect and extinguish an engine fire, resulting in an uncontrolled fire. Damage to the TR insulation blanket could result in thermal damage to the TR inner wall, the subsequent release of engine exhaust

components, and consequent damage to critical areas of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin B787–81205–SB780041–00 RB, Issue 001, dated March 31, 2020, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB780041–00 RB, Issue 001, dated March 31, 2020.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787–81205–SB780041–00, Issue 001, dated March 31, 2020, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB780041–00 RB, Issue 001, dated March 31, 2020.

(h) Exceptions to Service Information Specifications

Where Boeing Alert Requirements Bulletin B787–81205–SB780041–00 RB, Issue 001, dated March 31, 2020, uses the phrase “the Issue 001 date of Requirements Bulletin B787–81205–SB780041–00 RB” this AD requires using “the effective date of this AD.”

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO 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 office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(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) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD, contact Tak Kobayashi, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA; phone: 206–231–3553; email: Takahisa.Kobayashi@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; internet <https://www.myboeingfleet.com>. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

Issued on June 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020–12869 Filed 6–15–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2020–0525; Airspace Docket No. 20–ASO–7]

RIN 2120–AA66

Proposed Amendment and Establishment of Area Navigation (RNAV) Routes; South-Central Florida Metroplex Project

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend two existing low altitude RNAV routes (T-routes), and establish nine new T-routes in support of the South-Central Florida Metroplex Project. The proposed changes would reduce the dependency of the National Airspace System (NAS) on ground-based navigational systems, and assist with the transition to a more efficient Performance Based Navigation (PBN) route structure.

DATES: Comments must be received on or before July 31, 2020.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: 1 (800) 647–5527 or (202) 366–9826. You must identify FAA Docket No. FAA–2020–0525; Airspace Docket No. 20–ASO–7 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

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 Order 7400.11D at NARA, email: fedreg.legal@nara.gov, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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 would expand the availability of RNAV in Florida to improve the efficiency of the NAS by lessening the dependency on ground-based navigation aids.

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2020-0525; Airspace Docket No. 20-ASO-7) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit

comments through the internet at <https://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2020-0525; Airspace Docket No. 20-ASO-7." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at https://www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the **ADDRESSES** section of this proposed rule. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to amend two existing low altitude RNAV routes (T-routes), and establish nine new T-routes in support of the South-Central Florida

Metroplex Project. The purpose of the routes is to expand the availability of RNAV and improve the efficiency of the NAS by reducing the dependency on ground-based navigation systems. The following is a general description of the proposed amended and new routes.

T-208: T-208 is an existing route that currently extends from the Gators, FL (GNV), VORTAC eastward to the CARRA, FL, fix, then to the Ormond Beach (OMN) VORTAC. This action proposes to remove the Gators VORTAC, the CARRA fix, and the Ormond Beach VORTAC from the route. T-208 would be realigned to start at the WALEE, FL, waypoint (WP) (located to the east of the current Gators VORTAC). The route would then proceed eastward to the MMKAY, FL and the FOXAM, FL, WPs, (near the Florida east coast), then it would turn southward through the SUUGR, FL, WP, the SMYRA, FL, OAKIE, FL, MALET, FL, TICCO, FL, and INDIA, FL, fixes, then continue southward through the DIMBY, FL, WP, the VALKA, FL, fix, the SULTY, FL, WIXED, FL, CLEFF, FL, DURRY, FL, and BOBOE, FL, WPs, and terminating at the SHANC, FL, fix (located about 17 nautical miles (NM) northwest of the Fort Lauderdale, FL, VOR/DME). The amended route would extend between the WALEE, FL, WP, and the SHANC, FL, fix.

T-210: T-210 is an existing route that currently extends from the Taylor, FL (TAY), VORTAC, to the OHLEE, FL, WP, to the BRADO, FL, fix. The FAA proposes to remove the Taylor VORTAC from the route and add the MARQO, FL, WP (in the vicinity of the Taylor VORTAC) as the new start point. From the MARQO WP, the route would proceed southeastward through the OHLEE, FL, WP, and BRADO, FL, fix (as currently charted). After the BRADO fix, the route would turn southward through the MMKAY, FL, WP, the MRUTT, FL, WP, the GUANO, FL, fix, and the KIZER, FL, fix (located about 23 NM north of the Orlando, FL (ORL), VORTAC). After KIZER, the route would turn southwestward through the EMSEE, FL, DAIYL, FL, AKOJO, FL, and PUNQU, FL, WPs, and terminating at the VARZE, FL, WP.

T-336: T-336 is a proposed new route that would extend between the TROYR, FL, WP, and the WIXED, FL, WP.

T-337: T-337 is a proposed new route that would extend between the SWENY, FL, WP, and the WEZER, FL, WP.

T-339: T-339 is a proposed new route that would extend between the KARTR, FL, WP, and the ODDLE, FL, WP.

T-341: T-341 is a proposed new route that would extend between the MEAGN, FL, WP, and the MARQO, FL, WP.

T-343: T-343 is a proposed new route that would extend between the WORPP, FL, WP, and the INDIA, FL, WP.

T-345: T-345 is a proposed new route that would extend between the MARKT, FL, WP, and the DEARY, FL, WP.

T-347: T-347 is a proposed new route that would extend between the CLEFF, FL, WP, and the SEBAG, FL, WP.

T-349: T-349 is a proposed new route that would extend between the VARZE, FL, WP, and the TROYR, FL, WP.

T-353: T-353 is a proposed new route that would extend between the FEBRO, FL, WP, and the ASTOR, FL, WP.

United States Area Navigation routes are published in paragraph 6011 of FAA Order 7400.2D, dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in the Order.

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

Regulatory Notices and Analyses

The FAA has determined that this proposed regulation only involves an established body of technical

regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

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.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

Paragraph 6011 United States Navigation Routes.

* * * * *

T-208 WALEE, FL to SHANC, FL [Amended]

WALEE, FL	WP	(Lat. 29°41'36.05" N, long. 082°14'07.07" W)
MMKAY, FL	WP	(Lat. 29°41'55.42" N, long. 081°26'49.15" W)
FOXAM, FL	WP	(Lat. 29°33'37.73" N, long. 081°09'37.84" W)
SUUGR, FL	WP	(Lat. 29°19'40.38" N, long. 081°07'20.79" W)
SMYRA, FL	FIX	(Lat. 29°00'19.48" N, long. 080°59'34.51" W)
OAKIE, FL	FIX	(Lat. 28°51'04.26" N, long. 080°55'52.35" W)
MALET, FL	FIX	(Lat. 28°41'29.90" N, long. 080°52'04.30" W)
TICCO, FL	FIX	(Lat. 28°31'00.50" N, long. 080°47'52.80" W)
INDIA, FL	FIX	(Lat. 28°26'04.19" N, long. 080°45'55.25" W)
DIMBY, FL	WP	(Lat. 28°04'52.54" N, long. 080°37'37.61" W)
VALKA, FL	FIX	(Lat. 27°55'06.06" N, long. 080°34'17.17" W)
SULTY, FL	WP	(Lat. 27°48'12.41" N, long. 080°32'59.17" W)
WIXED, FL	WP	(Lat. 27°41'24.86" N, long. 080°29'56.56" W)
CLEFF, FL	WP	(Lat. 27°00'03.31" N, long. 080°32'38.27" W)
DURRY, FL	WP	(Lat. 26°43'46.96" N, long. 080°24'09.25" W)
BOBOE, FL	WP	(Lat. 26°28'48.72" N, long. 080°23'05.23" W)
SHANC, FL	FIX	(Lat. 26°18'51.14" N, long. 080°20'00.16" W)

* * * * *

T-210 MARQO, FL to VARZE, FL [Amended]

MARQO, FL	WP	(Lat. 30°30'53.57" N, long. 082°32'45.62" W)
OHLEE, FL	WP	(Lat. 30°16'06.04" N, long. 082°06'32.53" W)
BRADO, FL	FIX	(Lat. 29°55'21.88" N, long. 081°28'07.89" W)
MMKAY, FL	WP	(Lat. 29°41'55.42" N, long. 081°26'49.15" W)
MRUTT, FL	WP	(Lat. 29°12'12.40" N, long. 081°23'55.50" W)
GUANO, FL	FIX	(Lat. 29°05'58.73" N, long. 081°23'18.93" W)
KIZER, FL	FIX	(Lat. 28°55'26.00" N, long. 081°22'17.83" W)
EMSEE, FL	WP	(Lat. 28°50'43.72" N, long. 081°32'47.03" W)
DAIYL, FL	WP	(Lat. 28°49'10.74" N, long. 081°41'29.68" W)
AKOJO, FL	WP	(Lat. 28°45'44.01" N, long. 081°43'31.54" W)
PUNQU, FL	WP	(Lat. 28°34'33.65" N, long. 081°49'22.43" W)
VARZE, FL	WP	(Lat. 28°16'25.85" N, long. 082°01'44.51" W)

* * * * *

T-336 TROYR, FL to WIXED, FL [New]

TROYR, FL	WP	(Lat. 29°34'20.92" N, long. 083°01'52.68" W)
OMMNI, FL	WP	(Lat. 28°51'29.29" N, long. 082°09'41.75" W)
PUNQU, FL	WP	(Lat. 28°34'33.65" N, long. 081°49'22.43" W)
YOJIX, FL	WP	(Lat. 28°02'44.04" N, long. 081°33'45.34" W)
YONMA, FL	WP	(Lat. 28°03'55.68" N, long. 081°24'31.18" W)
ODDEL, FL	WP	(Lat. 28°05'45.51" N, long. 081°10'10.24" W)
DEARY, FL	WP	(Lat. 28°06'02.53" N, long. 080°54'51.40" W)
WIXED, FL	WP	(Lat. 27°41'24.86" N, long. 080°29'56.56" W)

	*	*	*	*	*	*
T-337 SWENY, FL to WEZER, FL [New]						
SWENY, FL	WP		(Lat. 26°33'58.08" N, long. 082°12'21.08" W)			
RISKS, FL	WP		(Lat. 27°01'51.89" N, long. 081°56'40.30" W)			
WEZER, FL	WP		(Lat. 28°02'26.59" N, long. 082°02'39.60" W)			
	*	*	*	*	*	*
T-339 KARTR, FL to ODDEL, FL [New]						
KARTR, FL	FIX		(Lat. 25°29'45.76" N, long. 081°30'46.24" W)			
DEEDS, FL	FIX		(Lat. 25°58'40.31" N, long. 081°13'59.60" W)			
SWAGS, FL	FIX		(Lat. 26°10'37.07" N, long. 081°05'59.93" W)			
ZAGPO, FL	WP		(Lat. 26°23'47.41" N, long. 080°57'25.83" W)			
DIDDY, FL	FIX		(Lat. 27°18'38.15" N, long. 080°52'55.92" W)			
ODDEL, FL	FIX		(Lat. 28°05'45.51" N, long. 081°10'10.24" W)			
	*	*	*	*	*	*
T-341 MEAGN, FL to MARQO, FL [New]						
MEAGN, FL	WP		(Lat. 26°14'17.20" N, long. 080°47'23.64" W)			
ZAGPO, FL	WP		(Lat. 26°23'47.41" N, long. 080°57'25.83" W)			
CUSEK, FL	WP		(Lat. 26°51'38.79" N, long. 081°23'17.37" W)			
WEZER, FL	WP		(Lat. 28°02'26.59" N, long. 082°02'39.60" W)			
VARZE, FL	WP		(Lat. 28°16'25.85" N, long. 082°01'44.51" W)			
MARQO, FL	WP		(Lat. 30°30'53.57" N, long. 082°32'45.62" W)			
	*	*	*	*	*	*
T-343 WORPP, FL to INDIA, FL [New]						
WORPP, FL	FIX		(Lat. 25°53'36.69" N, long. 080°58'26.87" W)			
CUSEK, FL	WP		(Lat. 26°51'38.79" N, long. 081°23'17.37" W)			
FEBRO, FL	WP		(Lat. 27°37'02.08" N, long. 081°47'07.68" W)			
TAHRS, FL	WP		(Lat. 27°52'12.96" N, long. 081°33'55.12" W)			
YOJIX, FL	FIX		(Lat. 28°02'44.04" N, long. 081°33'45.34" W)			
YONMA, FL	FIX		(Lat. 28°03'55.68" N, long. 081°24'31.18" W)			
ODDEL, FL	FIX		(Lat. 28°05'45.51" N, long. 081°10'10.24" W)			
DEARY, FL	FIX		(Lat. 28°06'02.53" N, long. 080°54'51.40" W)			
INDIA, FL	FIX		(Lat. 28°26'04.19" N, long. 080°45'55.25" W)			
	*	*	*	*	*	*
T-345 MARKT, FL to DEARY, FL [New]						
MARKT, FL	WP		(Lat. 26°22'53.63" N, long. 080°34'41.82" W)			
AIRBT, FL	WP		(Lat. 26°46'51.62" N, long. 080°42'21.85" W)			
DOWDI, FL	WP		(Lat. 27°07'16.35" N, long. 080°42'02.47" W)			
LLNCH, FL	WP		(Lat. 27°26'07.67" N, long. 080°41'44.46" W)			
DEARY, FL	WP		(Lat. 28°06'02.53" N, long. 080°54'51.40" W)			
	*	*	*	*	*	*
T-347 CLEFF, FL to SEBAG, FL [New]						
CLEFF, FL	WP		(Lat. 27°00'03.31" N, long. 080°32'38.27" W)			
BAIRN, FL	WP		(Lat. 27°56'52.37" N, long. 081°06'54.35" W)			
SABOT, FL	WP		(Lat. 28°15'05.10" N, long. 081°13'37.16" W)			
CROPY, FL	WP		(Lat. 28°47'32.71" N, long. 081°21'35.38" W)			
KIZER, FL	WP		(Lat. 28°55'26.00" N, long. 081°22'17.83" W)			
GUANO, FL	WP		(Lat. 29°05'58.73" N, long. 081°23'18.93" W)			
MRUTT, FL	WP		(Lat. 29°12'12.40" N, long. 081°23'55.50" W)			
FOXAM, FL	WP		(Lat. 29°33'37.73" N, long. 081°09'37.84" W)			
SEBAG, FL	WP		(Lat. 29°49'04.24" N, long. 081°12'34.72" W)			
	*	*	*	*	*	*
T-349 VARZE, FL to TROYR, FL [New]						
VARZE, FL	WP		(Lat. 28°16'25.85" N, long. 082°01'44.51" W)			
TROYR, FL	WP		(Lat. 29°34'20.92" N, long. 083°01'52.68" W)			
	*	*	*	*	*	*
T-353 FEBRO, FL to ASTOR, FL [New]						
FEBRO, FL	WP		(Lat. 27°37'02.08" N, long. 081°47'07.68" W)			
MOANS, FL	WP		(Lat. 27°54'49.97" N, long. 081°44'54.89" W)			
PUNQU, FL	WP		(Lat. 28°34'33.65" N, long. 081°49'22.43" W)			
AKOJO, FL	WP		(Lat. 28°45'44.01" N, long. 081°43'31.54" W)			
DAIYL, FL	WP		(Lat. 28°49'10.74" N, long. 081°41'29.68" W)			
EMSEE, FL	WP		(Lat. 28°50'43.72" N, long. 081°32'47.03" W)			
KIZER, FL	WP		(Lat. 28°55'26.00" N, long. 081°22'17.83" W)			
GUANO, FL	WP		(Lat. 29°05'58.73" N, long. 081°23'18.93" W)			
MRUTT, FL	WP		(Lat. 29°12'12.40" N, long. 081°23'55.50" W)			
FOXAM, FL	WP		(Lat. 29°33'37.73" N, long. 081°09'37.84" W)			
ASTOR, FL	WP		(Lat. 29°47'55.30" N, long. 081°18'06.11" W)			

* * * * *

Issued in Washington, DC, on June 10, 2020.

Scott M. Rosenbloom,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2020–12856 Filed 6–15–20; 8:45 am]

BILLING CODE 4910–13–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R08–OAR–2019–0621; FRL–10008–52–Region 8]

Approval and Promulgation of Implementation Plans; Utah; Regional Haze 5-Year Progress Report State Implementation Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve a regional haze progress report State Implementation Plan (SIP) revision submitted by the State of Utah on March 7, 2016. The revision addresses the requirements for states to submit periodic reports describing progress toward reasonable progress goals established for regional haze and a determination of adequacy of the State's regional haze SIP. The EPA is taking this action pursuant to section 110 of the Clean Air Act (CAA).

DATES: Written comments must be received on or before July 16, 2020.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R08–OAR–2019–0621, to the Federal Rulemaking Portal: <https://www.regulations.gov>. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from www.regulations.gov. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, the full

EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www2.epa.gov/dockets/commenting-epa-dockets>.

Docket: All documents in the docket are listed in the www.regulations.gov index. Although listed in the index, some information is not publicly available, *e.g.*, CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, will be publicly available only in hard copy. Publicly available docket materials are available either electronically in www.regulations.gov. To reduce the risk of COVID–19 transmission, for this action we do not plan to offer hard copy review of the docket. Please email or call the person listed in the **FOR FURTHER INFORMATION CONTACT** section if you need to make alternative arrangements for access to the docket.

FOR FURTHER INFORMATION CONTACT: Jaslyn Dobrahner, Air and Radiation Division, EPA, Region 8, Mailcode 8ARD–IO, 1595 Wynkoop Street, Denver, Colorado, 80202–1129, (303) 312–6252, dobrahner.jaslyn@epa.gov.

SUPPLEMENTARY INFORMATION: Throughout this document wherever “we,” “us,” or “our” is used, we mean the EPA.

I. What action is the EPA proposing?

On March 7, 2016, Utah submitted a Progress Report SIP revision (Progress Report) which: (1) Detailed the progress made toward achieving progress for improving visibility at Class I areas,¹ and (2) declared a determination of adequacy of the State's regional haze plan to meet reasonable progress goals. The State provided a public hearing for comment on the Progress Report on December 1, 2014 and provided Federal Land Managers (FLMs) an opportunity to comment on the Progress Report. The

¹ 42 U.S.C. 7491(a). Areas designated as mandatory Class I Federal areas consist of national parks exceeding 6,000 acres, wilderness areas and national memorial parks exceeding 5,000 acres, and all international parks that were in existence on August 7, 1977. 42 U.S.C. 7472(a). In accordance with section 169A of the CAA, EPA, in consultation with the Department of Interior, promulgated a list of 156 areas where visibility is identified as an important value. 44 FR 69122 (Nov. 30, 1979). The extent of a mandatory Class I area includes subsequent changes in boundaries, such as park expansions. 42 U.S.C. 7472(a). Although states and tribes may designate as Class I additional areas whose visibility they consider to be an important value, the requirements of the visibility program set forth in section 169A of the CAA apply only to “mandatory Class I Federal areas.” Each mandatory Class I Federal area is the responsibility of a “Federal Land Manager.” 42 U.S.C. 7602(i). When we use the term “Class I area” in this section, we mean a “mandatory Class I Federal area.”

EPA is proposing to approve Utah's March 7, 2016 regional haze Progress Report SIP submittal.

II. Background

A. Requirements of the Clean Air Act and the EPA's Regional Haze Rule

In section 169A of the 1977 Amendments to the CAA, Congress created a program for protecting visibility in the nation's national parks and wilderness areas. This section of the CAA establishes “as a national goal the prevention of any future, and the remedying of any existing, impairment of visibility in mandatory Class I Federal areas which impairment results from manmade air pollution.”

The EPA promulgated a rule to address regional haze on July 1, 1999.² The Regional Haze Rule revised the existing visibility regulations³ to integrate provisions addressing regional haze and established a comprehensive visibility protection program for Class I areas. The requirements for regional haze, found at 40 CFR 51.308 and 40 CFR 51.309, are included in the EPA's visibility protection regulations at 40 CFR 51.300 through 40 CFR 51.309. The EPA revised the Regional Haze Rule on January 10, 2017.⁴

The CAA requires each state to develop a SIP to meet various air quality requirements, including protection of visibility.⁵ Regional haze SIPs must assure reasonable progress toward the national goal of achieving natural visibility conditions in Class I areas. A state must submit its SIP and SIP revisions to the EPA for approval. Once approved, a SIP is enforceable by the EPA and citizens under the CAA. If a state elects not to make a required SIP submittal, fails to make a required SIP submittal, or if we find that a state's required submittal is incomplete or not approvable, then we must promulgate a federal implementation plan (FIP) to fill this regulatory gap.⁶

B. Requirements for Regional Haze SIPs Submitted Under 40 CFR 51.309

The EPA's Regional Haze Rule provides two paths to address regional haze. One is 40 CFR 51.308, which requires states to perform individual

² 64 FR 35714, 35714 (July 1, 1999) (codified at 40 CFR part 51, subpart P).

³ The EPA had previously promulgated regulations to address visibility impairment in Class I areas that is “reasonably attributable” to a single source or small group of sources, *i.e.*, reasonably attributable visibility impairment (RAVI). 45 FR 80084, 80084 (Dec. 2, 1980).

⁴ 82 FR 3078 (Jan. 10, 2017).

⁵ 42 U.S.C. 7410(a), 7491, and 7492(a); CAA sections 110(a), 169A, and 169B.

⁶ 42 U.S.C. 7410(c)(1).