

(a) Effective Date

This AD becomes effective September 14, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, certificated in any category, with a wing lightning protection panel installed.

(d) Subject

Air Transport Association of America (ATA) Code 39: Electrical Wiring.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as insufficient electrical bonding of the wing lightning protection panels. The FAA is issuing this AD to detect and correct insufficient electrical bonding between the wing lightning protection panels and the airframe that, in the event of a lightning strike in that area, could result in an inflight fire.

(f) Compliance

Comply with the actions listed in paragraphs (g) and (h) of this AD within the compliance times specified, unless already done.

(g) For Airplanes With Short Range Wings

For airplanes approved for operation under instrument flight rules (IFR), do the following actions within 30 days after September 14, 2020 (the effective date of this AD), and for airplanes not approved for operation under IFR, do the following actions within 60 days after September 14, 2020 (the effective date of this AD):

(1) Inspect each wing upper surface by following paragraphs 2.A.(1) through 2.A.(3) of the Accomplishment Instructions—Short Range Wing in Pacific Aerospace Service Bulletin PACSB/XL/092, Issue 2, dated December 15, 2017 (PACSB/XL/092, Issue 2).

(i) Using a mill-ohmmeter, determine the resistance between the test point on each panel and the fuel cap.

(ii) If the resistance is greater than 100 milliohms, before further flight, repair the upper surface electrical bonding by following paragraph 2.B. of the Accomplishment Instructions—Short Range Wing in PACSB/XL/092, Issue 2.

(2) Inspect each wing lower surface by following paragraphs 2.C.(1) through 2.C.(3) of the Accomplishment Instructions—Short Range Wing in PACSB/XL/092, Issue 2.

(i) Using a mill-ohmmeter, determine the resistance between each test point and the airframe.

(ii) If the resistance is greater than 100 milliohms, before further flight, repair the lower surface electrical bonding by following paragraph 2.D. of the Accomplishment Instructions—Short Range Wing in PACSB/XL/092, Issue 2.

(h) For Airplanes With Extended Range Wings

For airplanes approved for operation under IFR, do the following actions within 30 days after September 14, 2020 (the effective date of this AD), and for airplanes not approved for operation under IFR, do the following actions within 60 days after September 14, 2020 (the effective date of this AD):

(1) Inspect each wing upper surface by following paragraphs 3.A.(1) through 3.A.(3) of the Accomplishment Instructions—Extended Range Wing in PACSB/XL/092, Issue 2.

(i) Using a mill-ohmmeter, determine the resistance between the test point on each panel and the fuel cap.

(ii) If the resistance is greater than 100 milliohms, before further flight, repair the upper surface electrical bonding by following paragraph 3.B. of the Accomplishment Instructions—Extended Range Wing in PACSB/XL/092, Issue 2.

(2) Inspect each wing lower surface by following paragraphs 3.C.(1) through 3.C.(3) of the Accomplishment Instructions—Extended Range Wing in PACSB/XL/092, Issue 2.

(i) Using a mill-ohmmeter, determine the resistance between each test point and the airframe.

(ii) If the resistance is greater than 100 milliohms, before further flight, repair the lower surface electrical bonding by following paragraph 3.D. of the Accomplishment Instructions—Extended Range Wing in PACSB/XL/092, Issue 2.

(i) Alternative Methods of Compliance

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(j) Related Information

Refer to MCAI Civil Aviation Authority of New Zealand AD DCA/750XL/21, dated December 15, 2017, for related information. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0769.

(k) 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.

(i) Pacific Aerospace Service Bulletin PACSB/XL/092, Issue 2, dated December 15, 2017.

(ii) [Reserved].

(3) For Pacific Aerospace service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; phone: +64 7843 6144; fax: +64 843 6134; email: pacific@aerospace.co.nz; internet: <https://www.aerospace.co.nz>.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <https://www.regulations.gov> by searching for locating Docket No. FAA-2020-0769.

(5) 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: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on August 12, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18448 Filed 8-21-20; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2020-0365; Airspace Docket No. 20-ASW-4]

RIN 2120-AA66

Amendment of Class E Airspace; Harrison, AR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E surface airspace, and Class E airspace extending upward from 700 feet above the surface at Boone County Airport, Harrison, AR, due to the decommissioning of the (HRO) RWY 36 Outer Marker (OM) and Compass Locator and cancellation of associated approaches. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area. This action also updates the airport's designator by removing the city from the second line of the header.

DATES: Effective 0901 UTC, November 5, 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 http://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy 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: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave, College Park, GA 30337; telephone (404) 305-6364.

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 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 amends Class E airspace at Boone County Airport, Harrison, AR to support IFR operations in the area.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (85 FR 33590, June 2, 2020) for Docket No. FAA-2020-0365 to amend Class E surface airspace, by removing the southern extension, and Class E airspace extending upward from 700 feet above the surface, by amending the southern extension and eliminating the northwest extension, at Boone County Airport, Harrison, AR. In addition, the FAA proposed to update the airport's descriptor, and replace the outdated term Airport/Facility Directory with the term Chart Supplement.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in Paragraph 6005, 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 Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends 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 document. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic routes, and reporting points.

The Rule

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 amends Class E surface airspace, by removing the southern extension, and Class E airspace extending upward from 700 feet above the surface, by amending the southern extension and eliminating the northwest extension, at Boone County Airport, Harrison, AR, due to the decommissioning of the (HRO) RWY 36 Outer Marker (OM) and Compass Locator. The FAA found that BAKKY NDB has been decommissioned, and the Harrison VOR approach no longer exists. This results in airspace redesign for Boone County Airport. In addition, the FAA updates the airport's descriptor by removing the unnecessary city name. Also, the FAA replaces the outdated term Airport/Facility Directory with the term Chart Supplement. These changes are necessary for continued safety and management of IFR operations in the area.

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 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 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 minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 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, effective September 15, 2019, is amended as follows:

Paragraph 6002 Class E Surface Airspace
* * * * *

ASW AR E2 Harrison, AR

Boone County Airport, AR
(Lat. 36°15'41" N, long. 93°09'17" W)

That airspace within a 4.3-mile radius of Boone County Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will; thereafter, be continuously published in the Chart Supplement.

Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.
* * * * *

ASW AR E5 Harrison, AR

Boone County Airport, AR

(Lat. 36°15'41" N, long. 93°09'17" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Boone County Airport and within 4-miles each side of the 183° bearing from the airport extending form the 6.8-mile radius to 11.7 miles south of the airport.

Issued in College Park, Georgia, on August 17, 2020.

Matthew N. Cathcart,

Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2020-18379 Filed 8-21-20; 8:45 am]

BILLING CODE 4910-13-P**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 52**

[EPA-R04-OAR-2019-0195; FRL-10012-66-Region 4]

Air Plan Approval; Georgia; Revision to I/M Program**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is approving a State Implementation Plan (SIP) revision submitted by the State of Georgia through a letter dated March 15, 2019, through the Georgia Department of Natural Resources (GA DNR), Environmental Protection Division (GA EPD). The changes remove obsolete references, clarify the State's inspection and maintenance (I/M) requirements, and update terminology, including to reflect advances in technology. EPA evaluated the SIP revision and determined the changes will not impact emissions under the Georgia I/M program. EPA has determined that approval of the SIP revision will not interfere with attainment or maintenance of any national ambient air quality standard (NAAQS) or with any other applicable requirement of the Clean Air Act (CAA or Act). Therefore, EPA is approving the Georgia's March 15, 2019, SIP revision because it is consistent with the applicable provisions of the CAA.

DATES: This rule is effective September 23, 2020.**ADDRESSES:** EPA has established a docket for this action under Docket Identification No. EPA-R04-OAR-2019-0195 at <http://www.regulations.gov>. All documents in the docket are listed on the

www.regulations.gov website. Although listed in the index, some information may not be publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through www.regulations.gov or in hard copy at the Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday 8:30 a.m. to 4:30 p.m., excluding Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Kelly Sheckler, Air Regulatory Management Section, Air Planning and Implementation Branch, Air and Radiation Division, Region 4, U.S. Environmental Protection Agency, 61 Forsyth Street SW, Atlanta, Georgia 30303-8960. The telephone number is (404) 562-9222. Ms. Sheckler can also be reached via electronic mail at sheckler.kelly@epa.gov.

SUPPLEMENTARY INFORMATION:**I. This Action**

EPA is approving changes to the Georgia SIP that were provided to EPA under a cover letter dated March 15, 2019.¹ Specifically, GA EPD provided three different changes to Georgia's Rule 391-3-20—*Enhanced Inspection and Maintenance* (“Georgia I/M Regulation”), which were adopted by the GA DNR Board of Directors and became state-effective on November 22, 2016, March 28, 2018, and February 17, 2019.² The changes are to update the SIP to remove obsolete references, clarify the State's I/M requirements, and update terminology, including to reflect advances in technology. These changes include adding, removing, and revising definitions applicable to the Georgia I/M Regulation.

¹ EPA officially received Georgia's I/M SIP revision request on March 21, 2019.

² Changes adopted by the GA DNR Board on October 26, 2016, became state-effective on November 22, 2016; adopted on February 28, 2018, became state-effective on March 28, 2018; and adopted on January 16, 2019, became state-effective on February 17, 2019.

II. Background

Georgia's March 19, 2019 SIP revision contains changes to a number of rules within the Georgia I/M Regulation to remove obsolete references, clarify the State's I/M regulations, and update terminology: Rule 391-3-20-.01, “Definitions;” Rule 391-3-20-.03, “Covered Vehicles: Exemptions;” Rule 391-3-20-.04, “Emission Inspection Procedures;” Rule 391-3-20-.05, “Emission Standards;” Rule 391-3-20-.06, “On-Road Testing of Exhaust Emissions by Remote Sensing Technology or Other Means;” Rule 391-3-20-.07, “Inspection Equipment System Specification;” 391-3-20-.08, “Quality Control and Equipment Calibration Procedures;” Rule 391-3-20-.09, “Inspection Station Requirements;” Rule 391-3-20-.10, “Certificates of Authorization;” Rule 391-3-20-.11, “Inspector Qualifications and Certification;” Rule 391-3-20-.13, “Certificate of Emission Inspection;” Rule 391-3-20-.15, “Repairs and Retests;” Rule 391-3-20-.17, “Waivers;” and Rule 391-3-20-.18, “Sale of Vehicles.”

In a notice of proposed rulemaking (NPRM) published on May 14, 2020 (85 FR 28919), EPA proposed to approve the above changes into the Georgia SIP. The details of Georgia's submission and the rationale for EPA's action are explained in the NPRM. Comments on the NPRM were due on or before June 15, 2020. EPA did not receive any comments on the NPRM. Therefore, EPA is finalizing approval of those changes in this action.

In this final action, EPA is correcting an error in the NPRM regarding the term “Certification of Emission Inspection.” In the NPRM (Section III.A.2.b.), EPA stated that “[t]he term ‘Certificate of Emissions Inspection’ is defined as a certificate issued to stations that have been inspected and approved by GA EPD.” Georgia Rule 391-391-3-20-.01, “Definitions,” however, defines a “Certificate of Emissions Inspection” as follows:

(f) “Certificate of Emissions Inspection” means an official certificate that exhaust emissions, evaporative emissions, emission control equipment, and on-board diagnostic equipment have been inspected and approved in accordance with the Act and this Chapter. Such certificates will be furnished to official emission inspection stations by EPD to be completed and issued by such stations to the owner or operator of a responsible motor vehicle upon inspection and approval certifying that such responsible motor vehicle has been inspected and complies with the inspection and maintenance required by the Act and this Chapter.