

(c) Applicability

This AD applies to Aerostar Aircraft Corporation Model PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), and PA-60-700P (Aerostar 700P) airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 27; Flight Controls.

(e) Unsafe Condition

This AD was prompted by reports of corrosion on the elevator and aileron balance tubes. The FAA is issuing this AD to detect corrosion on the elevator and aileron balance tubes. The unsafe condition, if not addressed, could result in failure of the aileron and elevator balance tubes, jamming of the aileron and/or elevator balance tubes, and loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

Within 10 hours time-in-service after the effective date of this AD, inspect the elevator and aileron balance tubes for corrosion (pitting and flaking) and rust (discoloration) by following steps 1. through 3. of Part I (Inspection) of the Instructions in Aerostar Aircraft Corporation Service Bulletin SB600-138, dated August 30, 2018 (Aerostar SB600-138). For each tube replaced as required by paragraph (h) of this AD, using a borescope, repeat the inspection within 10 years after replacing the tube and thereafter as follows:

(1) At intervals not to exceed 10 years as long as no rust is found.

(2) At intervals not to exceed 2 years if only rust is found (without any signs of corrosion).

(h) Replacements

At the following compliance times, replace each elevator and aileron balance tube by following Part II (Replacement) of the Instructions in Aerostar SB600-138, except you are not required to report information to the manufacturer:

(1) Before further flight if corrosion or rust is found (inside or outside the tubes) during the initial inspection required by paragraph (g) of this AD.

(2) At the next 100-hour inspection or at the next annual inspection, whichever occurs first, if no corrosion and no rust is found (inside or outside the tubes) during the initial inspection required by paragraph (g) of this AD.

(3) Before further flight if corrosion is found (inside or outside the tubes) during any repetitive inspection required by paragraph (g) 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) 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.

(j) Related Information

For more information about this AD, contact David Herron, Aerospace Engineer, Seattle ACO Branch, FAA, 2200 S 216th St, Des Moines, WA 98198; phone: (206) 231-3544; email: david.herron@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Aerostar Aircraft Corporation Service Bulletin SB600-138, dated August 30, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Aerostar Aircraft Corporation, 2265 West Aerostar Way, Hayden Lake, ID 83835; telephone: (208) 762-0338; fax: (208) 762-8349; internet: <https://aerostaraircraft.com>.

(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.

(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 December 15, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-27894 Filed 12-17-20; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 95**

[Docket No. 31345; Amdt. No. 556]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

DATES: Effective 0901 UTC, December 31, 2020.

FOR FURTHER INFORMATION CONTACT:

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration, Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, Oklahoma City, OK 73125. Telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that

good cause exists for making the amendment effective in less than 30 days.

Conclusion

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 so minimal. For the same

reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on November 25, 2020.

Wade Terrell,

Aviation Safety, Manager, Flight Procedures & Airspace Group, Flight Technologies and Procedures Division.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal

Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, December 31, 2020.

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES AND CHANGEOVER POINT

[Amendment 556 effective date December 31, 2020]

FROM	TO	MEA	
Color Routes			
§ 95.10 Amber Federal Airway A1 is Amended to Delete			
ORCA BAY, AK NDB * 8300—MOCA	CAMPBELL LAKE, AK NDB		* 9000
CAMPBELL LAKE, AK NDB * 9500—MOCA	TAKOTNA RIVER, AK NDB		* 10000
§ 95.107 Amber Federal Airway A7 is Amended to Delete			
CAMPBELL LAKE, AK NDB	MINERAL CREEK, AK NDB COP 069 CMQ		10000
§ 95.51 Green Federal Airway G11 is Amended to Delete			
CAMPBELL LAKE, AK NDB	GLENNALLEN, AK NDB		10000
GLENNALLEN, AK NDB	NABESNA, AK NDB		10000
FROM	TO	MEA	MAA
§ 95.3000 Low Altitude RNAV Routes			
§ 95.3301 RNAV Route T301 is Added to Read			
CAPE GIRARDEAU, MO DME	CENTRALIA, IL VORTAC	3500	17500
CENTRALIA, IL VORTAC	TYMME, IL WP	2400	17500
TYMME, IL WP	SPINNER, IL VORTAC	2500	17500
SPINNER, IL VORTAC	PEORIA, IL VORTAC	2400	17500
§ 95.3305 RNAV Route T305 is Added to Read			
CAPE GIRARDEAU, MO DME	AMART, IL WP	3300	17500
AMART, IL WP	TYMME, IL WP	2400	17500
TYMME, IL WP	DELCO, IL FIX	2400	17500
DELCO, IL FIX	JIBKA, IN WP	2400	17500
FROM	TO	MEA	
§ 95.6001 Victor Routes—U.S			
§ 95.6063 VOR Federal Airway V63 is Amended to Delete			
BOWIE, TX VORTAC	TEXOMA, OK VOR/DME		3000
§ 95.6154 VOR Federal Airway V154 is Amended to Read in Part			
OCONE, GA FIX *11000—MRA #UNUSABLE	* LOTTS, GA FIX		#

FROM	TO	MEA	MAA
§ 95.6157 VOR Federal Airway V157 is Amended to Read in Part			
ALMA, GA VORTAC *11000—MRA *11000—MCA LOTTS, GA FIX, NE BND **2000—GNSS MEA	* LOTTS, GA FIX	**10000	
LOTTS, GA FIX *1800—MOCA *2000—GNSS MEA	ALLEDALE, SC VOR	*11000	
§ 95.6289 VOR Federal Airway V289 is Amended to Read in Part			
TEXARKANA, AR VORTAC N BND S BND *4500—MRA	*PROVO, AR FIX.	4300 2200	
PROVO, AR FIX N BND S BND *3400—MOCA	UMPIR, AR FIX.	*4300 *3900	
§ 95.6427 Alaska VOR Federal Airway V427 is Amended to Read in Part			
* KING SALMON, AK VORTAC SW BND NE BND *7200—MCA **3000—GNSS MEA	TOMMY, AK FIX. KING SALMON, AK VORTAC, NE BND.	**3000 **16000	
TOMMY, AK FIX NUTUW, AK FIX. SW BND NE BND *5300—MOCA *6000—GNSS MEA		*7000 *16000	
NUTUW, AK FIX SW BND NE BND *5300—MOCA *6000—GNSS MEA	RINGO, AK FIX.	*9000 *16000	
RINGO, AK FIX *16000—MCA NONDA, AK FIX, SW BND. **9000—MOCA **9000—GNSS MEA	* NONDA, AK FIX	**16000	
§ 95.6456 Alaska VOR Federal Airway V456 is Amended to Read in Part			
*KING SALMON, AK VORTAC SW BND NE BND *5400—MCA KING SALMON, AK VORTAC, NW BND. **2300—MOCA	STREW, AK FIX.	**3000 **11000	
STREW, AK FIX SW BND NE BND *5000—MOCA *6000—GNSS MEA	BITOP, AK FIX.	*5000 *11000	
BITOP, AK FIX *15000—MCA NOSKY, AK FIX, NE BND. **5900—MOCA **6000—GNSS MEA	* NOSKY, AK FIX	**11000	
NOSKY, AK FIX *10300—MCA TUCKS, AK FIX, SW BND **12300—MOCA **13000—GNSS MEA	* TUCKS, AK FIX	**15000	
FROM	TO	MEA	MAA
§ 95.7001 Jet Routes			
§ 95.7227 Jet Route J227 is Amended to Read in Part			
ARMEL, VA VOR/DME #ARMEL R-009 UNUSABLE BYD 74 NM ELMIRA R-205 UNUSABLE BYD 73 NM	ELMIRA, NY VOR/DME	#18000	23000

Airway Segment		Changeover Points	
FROM	TO	DISTANCE	FROM
§ 95.8003 VOR Federal Airway Changeover Point V157 is Amended to Add Changeover Point			
ALMA, GA VORTAC	ALLENDALE, SC VOR	58	ALMA
J8 is Amended to Modify Changeover Point			
GALLUP, NM VORTAC	FORT UNION, NM VORTAC	103	GALLUP
J19 is Amended to Modify Changeover Point			
BUKKO, NM FIX	FORT UNION, NM VORTAC	80	BUKKO

[FR Doc. 2020-26551 Filed 12-17-20; 8:45 am]

BILLING CODE 4910-13-P

COMMODITY FUTURES TRADING COMMISSION

17 CFR Parts 36 and 37

RIN 3038-AE94

Swap Execution Facility Requirements

AGENCY: Commodity Futures Trading Commission.

ACTION: Final rule.

SUMMARY: The Commodity Futures Trading Commission (“Commission” or “CFTC”) is adopting final rules to amend certain parts of its regulations relating to the execution of package transactions on swap execution facilities (“SEFs”) and the resolution of error trades on SEFs. These matters are currently the subject of relief in certain no-action letters from Commission staff.

DATES: The rules will become effective February 16, 2021.

FOR FURTHER INFORMATION CONTACT: Roger Smith, Associate Chief Counsel, (202) 418-5344, rsmith@cftc.gov, Division of Market Oversight, Commodity Futures Trading Commission, 525 West Monroe Street, Suite 1100, Chicago, Illinois 60661, or Michael Penick, Senior Economist, (202) 418-5279, mpenick@cftc.gov, Office of the Chief Economist, Commodity Futures Trading Commission, Three Lafayette Centre, 1151 21st Street NW, Washington, DC 20581.

SUPPLEMENTARY INFORMATION:

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- A. Regulatory Flexibility Act
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- C. Cost-Benefit Considerations
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I. Background

A. Part 37 of the Commission’s Regulations

The Dodd-Frank Wall Street Reform and Consumer Protection Act (“Dodd-Frank Act”) amended the Commodity Exchange Act (“CEA” or “Act”) by adding section 5h, which establishes registration requirements and core principles for swap execution facilities (“SEFs”).¹ The Commission implemented CEA section 5h by adopting regulations that establish various trading requirements for swaps traded on SEFs² and articulating, where

¹ 7 U.S.C. 7b-3.

² The Dodd-Frank Act also added to the CEA certain provisions related to the trading of swaps on designated contract markets (“DCMs”). Given that almost all platform trading of swaps in the U.S. occurs on SEFs, the Commission is not at this time amending any regulatory requirements pertaining to DCMs within part 38 of the Commission’s regulations.

appropriate, guidance and acceptable practices. In particular, the Commission promulgated part 37 of its regulations to implement section 5h of the CEA and set forth the registration and operational requirements for SEFs.³ Among those are requirements in part 37 specifying minimum trading functionality that a SEF must offer to participants for all listed swaps, *i.e.*, an “order book,” as defined in § 37.3 (“Order Book”);⁴ specifying the types of systems or platforms that a SEF must offer for swaps trading, including swaps subject to the trade execution requirement under CEA section 2(h)(8);⁵ and setting forth other relevant regulations applicable to the fifteen core principles with which a SEF must comply to obtain and maintain registration with the Commission.

Commission regulation 37.9 prescribes the methods of execution that a SEF must offer to market participants to execute swap transactions on the SEF. In particular, § 37.9(a) defines “Required Transactions” as swaps subject to the trade execution requirement. Section 37.9(a) also requires a SEF to offer, as required methods of execution, either (i) an Order Book or (ii) a request-for-quote

³ Core Principles and Other Requirements for Swap Execution Facilities, 78 FR 33476 (June 4, 2013) (hereinafter “SEF Core Principles Final Rule”).

⁴ 17 CFR 37.3(a)(2). An Order Book is defined as (i) an “electronic trading facility,” as that term is defined in CEA section 1a(16); (ii) a “trading facility,” as that term is defined in CEA section 1a(51); or (iii) a trading system or platform in which all market participants have the ability to enter multiple bids and offers, observe or receive bids and offers entered by other market participants, and transact on such bids and offers. *See* 17 CFR 37.3(a)(3).

⁵ CEA section 2(h)(8) requires that transactions involving swaps subject to the CEA section 2(h)(1) clearing requirement be executed on or pursuant to the rules of a DCM or SEF, or a SEF that is exempt from registration, unless no DCM or SEF makes such swaps available to trade (“MAT”) or such swaps qualify for the clearing exception under CEA section 2(h)(7) (the “trade execution requirement”). *See* 7 U.S.C. 2(h)(8).