

A320A-92-1087, Revision 03, dated July 31, 2017; and Airbus Service Bulletin A320-92-1119, dated July 28, 2017; were incorporated by reference in AD 2019-07-05.

(l) Additional AD Provisions

(1) *Alternative Methods of Compliance (AMOCs)*: 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (m)(2) of this AD or email to: 9-AVS-AIR-730-AMOC@faa.gov. If mailing information, also submit information by email.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) Global AMOC AIR-676-19-305, dated July 29, 2019, approved as an AMOC for AD 2019-07-05, is approved as an AMOC for the corresponding provisions of this AD.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (l)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(m) Additional Information

(1) Refer to European Union Aviation Safety Agency (EASA) AD 2022-0266, dated December 22, 2022, for related information. This EASA AD may be found in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2023-1409.

(2) For more information about this AD, contact Timothy Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone 206-231-3667; email Timothy.P.Dowling@faa.gov.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(3) and (4) of this AD.

(n) 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 this AD specifies otherwise.

(i) Airbus Service Bulletin A320-92-1087, Revision 04, dated May 16, 2022.

(ii) Airbus Service Bulletin A320-92-1119, Revision 02, dated May 16, 2022.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; website airbus.com.

(4) You may view this 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.

(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 fr.inspection@nara.gov, or go to: www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on July 7, 2023.

Michael Linegang,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2023-14779 Filed 7-12-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61 and 91

[Docket No. FAA-2023-1351; Notice No. 23-09a]

RIN 2120-AL61

Public Aircraft Logging of Flight Time, Training in Certain Aircraft Holding Special Airworthiness Certificates, and Flight Instructor Privileges; Correction

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM); Correction.

SUMMARY: On June 23, 2023, the Federal Aviation Administration (FAA) published the notice of proposed rulemaking, Public Aircraft Logging of Flight Time, Training in Certain Aircraft Holding Special Airworthiness Certificates, and Flight Instructor Privileges. In that document, the FAA inadvertently provided an incorrect docket number in the heading. This correction corrects that error.

DATES: This correction is effective July 13, 2023.

FOR FURTHER INFORMATION CONTACT:

Jabari Raphael, General Aviation and Commercial Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; (202) 267-1088; email Jabari.Raphael@faa.gov.

SUPPLEMENTARY INFORMATION:

Correction

In proposed rule FR Doc 2023-12600, beginning on page 41194 in the issue of June 23, 2023, make the following correction to the docket number on page 41194, in the first column, in the header of the document: Docket No. FAA-2023-1351.

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f) on July 3, 2023.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2023-14575 Filed 7-12-23; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2023-1528; Airspace Docket No. 23-ASW-9]

RIN 2120-AA66

Amendment of VOR Federal Airways V-20, V-222, V-289, V-552, V-569 and V-574, and Establishment of United States Area Navigation (RNAV) Routes T-483 and T-485 in the Vicinity of Beaumont, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Very High Frequency (VHF) Omnidirectional Range (VOR) Federal airways V-20, V-222, V-289, V-552, V-569, and V-574, and establish United States Area Navigation (RNAV) routes T-483 and T-485. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Beaumont, TX (BPT), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Beaumont VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Comments must be received on or before August 28, 2023.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2023-1528

and Airspace Docket No. 23-ASW-9 using any of the following methods:

* *Federal eRulemaking Portal*: Go to 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, 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.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the 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.

FAA Order JO 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

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:

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 modify the National Airspace System

(NAS) as necessary to preserve the safe and efficient flow of air traffic.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

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 www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at 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 Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation

Administration, 10101 Hillwood Parkway, Fort Worth, TX, 76177.

Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) and United States Area Navigation Routes (T-routes) are published in paragraph 6011 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Background

The FAA is planning to decommission the Beaumont, TX, VOR in March 2024. The Beaumont VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Beaumont, TX, VOR/DME is planned for decommissioning, the co-located DME portion of the NAVAID is being retained to support NextGen PBN flight procedure requirements.

The VOR Federal airways affected by the Beaumont VOR decommissioning are V-20, V-222, V-289, V-552, V-569, and V-574. With the planned decommissioning of the Beaumont VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected airways. As such, proposed modifications to V-20 and V-222 would result in gaps in those airways and to V-289, V-552, V-569, and V-574 would result in the airways being shortened.

To address the proposed modifications to the affected VOR Federal airways, instrument flight rules (IFR) traffic could use portions of adjacent VOR Federal airways V-70, V-194, V-306, and V-407, or receive air traffic control (ATC) radar vectors to fly through or around the affected area. Additionally, IFR pilots operating aircraft equipped with RNAV

capabilities could also use RNAV routes T-224 and T-254 or navigate point to point using the existing fixes and waypoints that would remain in place to support continued operations though the affected area. Visual flight rules pilots who elect to navigate via the affected ATS routes could also take advantage of the adjacent ATS routes or ATC services listed previously.

Further, the FAA proposes to establish two new RNAV routes, T-483 and T-485, that pilots of aircraft equipped with RNAV capabilities could use to navigate point to point in support of continued operations though the affected area. RNAV route T-483 would mitigate the proposed removal of the affected V-289 airway segment and RNAV route T-485 would mitigate the proposed removal of the affected V-569 airway segment. The new T-routes would provide RNAV equipped aircraft ATS route alternatives between the SHWNN, TX, waypoint (WP) located near the Beaumont, TX, VOR/DME and the Lufkin, TX, VOR/Tactical Air Navigation (VORTAC), reduce ATC sector workload and complexity, reduce pilot-to-controller communication, and support the FAA's continued NextGen efforts to modernize the NAS navigation system from a ground-based system to a satellite-based system.

The Proposal

The FAA is proposing to amend 14 CFR part 71 to amend VOR Federal airways V-20, V-222, V-289, V-552, V-569, and V-574, and establish RNAV routes T-483 and T-485. The ATS route amendments and establishments are due to the planned decommissioning of the VOR portion of the Beaumont, TX, VOR/DME. The proposed ATS route actions are described below.

V-20: V-20 currently extends between the McAllen, TX, VOR/DME and the Palacios, TX, VORTAC; between the Beaumont, TX, VOR/DME and the Montgomery, AL, VORTAC; and between the Athens, GA, VOR/DME and the Richmond, VA, VORTAC. The airspace on the main airway above 14,000 feet MSL from Mc Allen to 49 miles northeast and the airspace within Mexico is excluded. The FAA proposes to remove the airway segment between the Beaumont VOR/DME and the Lake Charles, LA, VORTAC. Additionally, the exclusion for the airspace on the main airway above 14,000 feet MSL from Mc Allen to 49 miles northeast would be removed as it has not been required since the V-20 south alternate airway was removed in 1994 and there is no operational requirement to retain it. Further, the exclusion for the airspace

within Mexico would be removed as the airway does not extend into Mexico's airspace. As amended, the airway would extend between the McAllen VOR/DME and the Palacios VORTAC, between the Lake Charles VORTAC and the Montgomery VORTAC, and between the Athens VOR/DME and the Richmond VORTAC.

V-222: V-222 currently extends between the El Paso, TX, VORTAC and the intersection of the LaGrange, GA, VORTAC 048° and Rome, GA, VORTAC 166° radials (TIROE fix). The FAA proposes to remove the airway segment between the Humble, TX, VORTAC and the Lake Charles, LA, VORTAC. As amended, the airway would extend between the El Paso VORTAC and the Humble VORTAC and between the Lake Charles VORTAC and the intersection of the LaGrange VORTAC 048° and Rome VORTAC 166° radials (TIROE fix).

V-289: V-289 currently extends between the Beaumont, TX, VOR/DME and the Vichy, MO, VOR/DME. The FAA proposes to remove the airway segment between the Beaumont VOR/DME and the Lufkin, TX, VORTAC. As amended, the airway would extend between the Lufkin VORTAC and Vichy VOR/DME.

V-552: V-552 currently extends between the Beaumont, TX, VOR/DME and the Monroeville, AL, VORTAC. The airspace within restricted area R-4403F is excluded during its times of use. The FAA proposes to remove the airway segment between the Beaumont VOR/DME and the Lake Charles, LA, VORTAC. As amended, the airway would extend between the Lake Charles VORTAC and the Monroeville VORTAC.

V-569: V-569 currently extends between the Beaumont, TX, VOR/DME and the Cedar Creek, TX, VORTAC. The FAA proposes to remove the airway segment between the Beaumont VOR/DME and the Lufkin, TX, VORTAC. As amended, the airway would extend between the Lufkin VORTAC and the Cedar Creek VORTAC.

V-574: V-574 currently extends between the Centex, TX, VORTAC and the Lake Charles, LA, VORTAC. The FAA proposes to remove the airway segment between the Daisetta, TX, VORTAC and the Lake Charles VORTAC. As amended, the airway would extend between the Centex VORTAC and the Daisetta VORTAC.

T-483: T-483 is a new RNAV route proposed to extend between the SHWNN, TX, WP, located near the Beaumont, TX, VOR/DME and the Lufkin, TX (LFK), VORTAC. The proposed T-483 would provide

mitigation for the proposed removal of the V-289 airway segment between the Beaumont VOR/DME and the Lufkin VORTAC. The full T-483 route description is listed in the amendments to part 71 as set forth below.

T-485: T-485 is a new RNAV route proposed to extend between the SHWNN, TX, WP, located near the Beaumont, TX, VOR/DME and the Lufkin, TX (LFK), VORTAC. The proposed T-485 would provide mitigation for the proposed removal of the V-569 airway segment between the Beaumont VOR/DME and the Lufkin VORTAC. The full T-485 route description is listed in the amendments to part 71 as set forth below.

The NAVAID radials listed in the VOR Federal airway descriptions in the Proposed Amendment section below are unchanged and stated in degrees True north.

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 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 14 CFR 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 JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

* * * * *

V–20 [Amended]

From Mc Allen, TX; INT Mc Allen 038° and Corpus Christi, TX, 178° radials; 10 miles 8 miles wide, 37 miles 7 miles wide (3 miles E and 4 miles W of centerline),

Corpus Christi; INT Corpus Christi 054° and Palacios, TX, 226° radials; to Palacios. From Lake Charles, LA; Lafayette, LA; Reserve, LA; INT Reserve 084° and Gulfport, MS, 247° radials; Gulfport; Semmes, AL; INT Semmes 048° and Monroeville, AL, 231° radials; Monroeville; to Montgomery, AL. From Athens, GA; Electric City, SC; Sugarloaf Mountain, NC; Barretts Mountain, NC; South Boston, VA; to Richmond, VA.

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V–222 [Amended]

From El Paso, TX; Salt Flat, TX; Fort Stockton, TX; 20 miles, 116 miles, 55 MSL, Junction, TX; Stonewall, TX; INT Stonewall 113° and Industry, TX, 267° radials; Industry; INT Industry 101° and Humble, TX, 259° radials; to Humble. From Lake Charles, LA; McComb, MS; Eaton, MS; Monroeville, AL; Montgomery, AL; LaGrange, GA; to INT LaGrange 048° and Rome, GA, 166° radials.

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V–289 [Amended]

From Lufkin, TX; Gregg County, TX; Texarkana, AR; Fort Smith, AR; Harrison,

AR; Dogwood, MO; INT Dogwood 058° and Vichy, MO, 204° radials; to Vichy.

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V–552 [Amended]

From Lake Charles, LA; INT Lake Charles 064° and Lafayette, LA, 281° radials; Lafayette; Tibby, LA; Harvey, LA; Picayune, MS; Semmes, AL; INT Semmes 063° and Monroeville, AL, 216° radials; to Monroeville. The airspace within restricted area R–4403F is excluded during its times of use.

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V–569 [Amended]

From Lufkin, TX; Frankston, TX; to Cedar Creek, TX.

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V–574 [Amended]

From Centex, TX; INT Centex 116° and Navasota, TX, 258° radials; Navasota; Humble, TX; to Daisetta, TX.

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Paragraph 6011 United States Area Navigation Routes.

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T–483 SHWNN, TX to Lufkin, TX (LFK) [New]

SHWNN, TX	WP	(Lat. 29°56'45.94" N, long. 094°00'57.73" W)
HONEE, TX	FIX	(Lat. 30°24'21.96" N, long. 094°24'59.99" W)
Lufkin, TX	VORTAC	(Lat. 31°09'44.79" N, long. 094°43'00.60" W)
	(LFK)	

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T–485 SHWNN, TX to Lufkin, TX (LFK) [New]

SHWNN, TX	WP	(Lat. 29°56'45.94" N, long. 094°00'57.73" W)
ROMER, TX	FIX	(Lat. 30°44'47.33" N, long. 094°23'33.01" W)
Lufkin, TX	VORTAC	(Lat. 31°09'44.79" N, long. 094°43'00.60" W)
	(LFK)	

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Issued in Washington, DC, on July 10, 2023.

Karen L. Chiodini,
Acting Manager, Airspace Rules and Regulations.

[FR Doc. 2023–14839 Filed 7–12–23; 8:45 am]
BILLING CODE 4910–13–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R06–OAR–2023–0090; FRL–11014–03–R6]

Air Plan Approval; Oklahoma; Revisions to Air Pollution Control Rules

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule, extension of public comment period.

SUMMARY: On June 13, 2023, the Environmental Protection Agency (EPA) proposed a rule titled “Air Plan Approval; Revision to Air Pollution Control Rules” to approve revisions to the State Implementation Plan (SIP) for Oklahoma submitted by the State of Oklahoma on January 30, 2023. The EPA is extending the comment period on this proposed rule that currently closes on July 13, 2023, to allow additional time for stakeholders to review and comment on the proposal.

DATES: The public comment period for the proposed rule published on June 13, 2023 (88 FR 38433), is extended. Written comments must be received on or before August 14, 2023.

ADDRESSES: Submit your comments, identified by Docket No. EPA–R6–OAR–2023–0090, at <https://www.regulations.gov> or via email to shahin.emad@epa.gov. Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from

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, please contact Mr. Emad Shahin, 214–665–6717, shahin.emad@epa.gov. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.