

(e) Section 33.87, Endurance Test. In addition to the requirements of § 33.87(a) and (d), the overall test run must include a minimum of 25 hours of operation at rated 30-minute AEO power and limits, divided into periods of not less than 30 minutes, but not more than 60 minutes at rated 30-minute AEO power, and alternate periods at maximum continuous power or less.

(1) Each § 33.87(d) continuous OEI rating test period of 60 minutes duration, run at power and limits equal to or higher than the 30-minute AEO power rating, may be credited toward this requirement. Note that the test time required for the takeoff or other OEI ratings may not be counted toward the 25 hours of testing required at the 30-minute AEO power rating.

Issued in Burlington, Massachusetts, on August 20, 2020.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2020-18614 Filed 8-20-20; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-0769; Product Identifier 2018-CE-033-AD; Amendment 39-21213; AD 2020-17-08]

RIN 2120-AA64

Airworthiness Directives; Pacific Aerospace Limited Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for Pacific Aerospace Limited Model 750XL airplanes with wing lightning protection panels installed. This AD results from 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 address the unsafe condition on these products.

DATES: This AD is effective September 14, 2020.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in the AD as of September 14, 2020.

The FAA must receive comments on this AD by October 8, 2020.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For 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: www.aerospace.co.nz. You may view this referenced 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.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0769; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for Docket Operations is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: 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.

SUPPLEMENTARY INFORMATION:

Discussion

The Civil Aviation Authority of New Zealand (CAA) has issued AD DCA/750XL/21, dated December 15, 2017

(referred to after this as “the MCAI”), to correct an unsafe condition for Pacific Aerospace Limited Model 750XL airplanes with wing lightning protection panels installed. To accompany the MCAI, the CAA issued Notification of Airworthiness Directive issued for New Zealand Aeronautical Products IAW ICAO Annex 8, dated December 15, 2017, which states:

This [CAA] AD with effective date 22 December 2017 mandates an electrical bonding inspection of the wing lightning protection panels per the requirements in Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/092 issue 2, dated 15 December 2017, or later approved revision.

The [CAA] AD is prompted by the possibility that there may be insufficient electrical bonding between the lightning protection panels and the airframe.

Due to a report of an airplane with wing lightning strike panels that were not bonded to the airframe and without information confirming whether the bonding was performed properly during the assembly process, a check of all airplanes in operation is necessary.

In addition to the inspection of the electrical bonding on the wing lightning protection panels, the MCAI also requires repair of any insufficient electrical bonding found during the inspection. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0769.

Related Service Information Under 14 CFR Part 51

The FAA reviewed Pacific Aerospace Service Bulletin PACSB/XL/092, Issue 2, dated December 15, 2017. The service information contains procedures for inspecting the electrical bonding (verification testing) on the wing lightning protection panels and repairing the electrical bonding if insufficient bonding is found during the inspection. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Differences Between This AD and the MCAI

The MCAI requires compliance before further flight for aircraft operating under instrument flight rules (IFR) and before February 15, 2018, for aircraft operating under visual flight rules. The FAA’s engineering assessment determined an emergency AD was not warranted. Therefore, this AD requires compliance within 30 days for aircraft approved to

operate under IFR and within 60 days for aircraft not approved to operate under IFR.

FAA's Determination and Requirements of the AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI and service information referenced above. The FAA is issuing this AD because the agency evaluated all information provided by the State of Design Authority and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

FAA's Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because if not corrected the unsafe condition, in the event of a lightning strike, could result in an inflight fire. The risk assessment received by the FAA, and reconfirmed in July of 2020, indicates that urgent action is required. The corrective actions necessary to mitigate this unsafe condition must be accomplished within 30 days for IFR operation and 60 days for VFR operations. Therefore, the FAA finds good cause that notice and opportunity for prior public comment are impracticable. In addition, for the reasons stated above, the FAA finds that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, the FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the Docket Number FAA-2020-0769 and Product Identifier 2019-CE-033-AD at the beginning of your comments. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments

received, without change, to <https://www.regulations.gov>, including any personal information you provide. The FAA will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Mike Kiesov, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Costs of Compliance

The FAA estimates that this AD will affect 22 products of U.S. registry. The FAA also estimates that it will take about 5 work-hours per product to comply with the basic inspection requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of the AD on U.S. operators to be \$9,350, or \$425 per product.

In addition, the FAA estimates that any necessary follow-on repair actions will take about 11 work-hours and require parts costing \$200, for a cost of \$1,135 per product. The FAA has no way of determining the number of products that may need these actions.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, section

44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Regulatory Findings

The FAA has determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

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

2020-17-08 Pacific Aerospace Limited:
Amendment 39-21213; Docket No. FAA-2020-0769; Product Identifier 2018-CE-033-AD.

(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