

The FAA estimates that the proposed actions would take 1.5 work-hours and require parts costing \$5,000, for a cost of \$5,127.50 per product and \$71,785 for the U.S. operator fleet.

#### 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 Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

- (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:

**Pilatus Aircraft Ltd.:** Docket No. FAA-2020-0745; Product Identifier 2019-CE-030-AD.

##### (a) Comments Due Date

The FAA must receive comments by September 21, 2020.

##### (b) Affected ADs

None.

##### (c) Applicability

This airworthiness directive (AD) applies to Pilatus Aircraft Ltd. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes, all serial numbers, certificated in any category, with a horizontal stabilizer rear attachment bolt part number (P/N) 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 installed.

##### (d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizers.

##### (e) Reason

This AD was prompted by a report of horizontal stabilizer rear attachment bolts that had not received correct heat treatment during the manufacturing process. The FAA is issuing this AD to prevent fatigue failure of a bolt and subsequent loss of airplane control.

##### (f) Actions and Compliance

(1) Within 1,350 hours time-in-service after the effective date of this AD or within 13 months after the effective date of this AD, whichever occurs first, replace each horizontal stabilizer rear attachment bolt P/N 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 by following the Accomplishment Instructions, section 3.B.(2) through (4) and figures 1 and 2, of Pilatus PC-12 Service Bulletin No. 55-004, dated March 29, 2019, except you are not required to return parts to the manufacturer.

(2) As of the effective date of this AD, do not install a horizontal stabilizer rear attachment bolt P/N 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 on any airplane.

##### (g) 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. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov). Before using any approved AMOC, notify your appropriate principal inspector

(PI), or lacking a PI, your local Flight Standards District Office.

#### (h) Related Information

Refer to mandatory continuing airworthiness information (MCAI) European Union Aviation Safety Agency AD No. 2019-0129, dated June 6, 2019, for related information. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0745. For service information related to this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: [Techsupport@pilatus-aircraft.com](mailto:Techsupport@pilatus-aircraft.com); internet: <https://www.pilatus-aircraft.com>. You may review 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.

Issued on July 30, 2020.

**Lance T. Gant,**

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

[FR Doc. 2020-17038 Filed 8-5-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2020-0552; Airspace Docket No. 18-ANM-11]

**RIN 2120-AA66**

#### Proposed Amendment of Class E Airspace; Coeur D'Alene, ID

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to modify Class E surface area airspace and establish Class E airspace extending upward from 700 feet above the surface at Coeur D'Alene—Pappy Boyington Field, Coeur D'Alene, ID, to support the Instrument Flight Rules (IFR) operations under standard instrument approach and departure procedures at the airport, for the safety and management of aircraft within the National Airspace System. Additionally, an editorial change would be made to the legal description replacing "Airport/Facility Directory" with the term "Chart Supplement" and updating the name of the airport to match the FAA aeronautical database.

**DATES:** Comments must be received on or before September 21, 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-2020-0552; Airspace Docket No. 18-ANM-11, 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/](https://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](mailto:fedreg.legal@nara.gov), or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:**

Richard Roberts, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-2245.

**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 would amend Class E surface area airspace and establish Class E airspace extending upward from 700 feet AGL at Coeur D'Alene—Pappy Boyington Field, Coeur D'Alene, ID, to support IFR operations.

**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 and be submitted in triplicate to the address listed above. Persons wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2020-0552; Airspace Docket No. 18-ANM-11". The postcard will be date/time stamped and returned to the commenter.

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

**Availability of NPRMs**

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 [amendments/](https://www.faa.gov/air_traffic/publications/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the 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 Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198.

**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 document. 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 by modifying the Class E surface area airspace and establishing Class E airspace extending upward from 700 feet above the surface at Coeur D'Alene—Pappy Boyington Field, Coeur D'Alene, ID.

The Class E surface airspace 3.5 miles each side of the VOR/DME 251° radial west of the airport would be removed. The lateral boundary for the area south of the airport would be reduced from 1.8 miles each side of the 183° bearing to 1.3 miles and extend 6 miles from the airport instead of 8 miles. The additional airspace, in these two areas, is no longer required to support instrument operations. An area 1.8 miles each side of the 023° bearing would be added and extend 5 miles from the airport. This would enable instrument departures to reach 700 feet AGL before exiting the surface area.

Class E airspace extending upward from 700 feet above the surface would be established to within 4.4 miles of the airport with three areas extending beyond the 4.4-mile radius. One area, 4.4 miles each side of the 250° bearing, would extend from the airport 14.4 miles west. This section would accommodate the ILS and RNAV approaches. Another area would be established 1.3 miles each side of the 183° bearing and extend from the airport 10 miles south, to support the VOR approach. The third area would extend 1.8 miles each side of the 023° bearing 8 miles northeast from the airport. This section would protect aircraft using the Obstacle Departure Procedure. This airspace is necessary to support IFR approach and departure procedures at the airport.

Additionally, an editorial change would be made to the legal description replacing "Airport/Facility Directory" with the term "Chart Supplement" and updating the name of the airport to match the FAA's aeronautical database.

Class E airspace designations are published in paragraph 6002 and 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.

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, is non-controversial and unlikely to result in adverse or negative comments. 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 rule, when promulgated, would 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

Accordingly, pursuant to the authority delegated to me, 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 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

*Paragraph 6002 Class E Airspace Designated as Surface Areas.*

\* \* \* \* \*

#### ANM ID E2 Coeur D’Alene, ID [Modified]

Coeur D’Alene—Pappy Boyington Field  
(Lat. 47°46′28″ N, long 116°49′11″ W)

That airspace within a 4.4-mile radius of the Coeur D’Alene—Pappy Boyington Field, and within 1.3 miles each side of the 183° bearing extending from the 4.4-mile radius to 6 miles south of the airport, and that airspace 1.8 miles each side of the 023° bearing extending from the 4.4-mile radius to 5 miles northeast of the airport. This Class E airspace 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.*

\* \* \* \* \*

#### ANM WA E5 Coeur D’Alene, ID [New]

Coeur d’Alene—Pappy Boyington Field  
(Lat. 47°46′28″ N, long 116°49′11″ W)

That airspace within a 4.4-mile radius of the Coeur d’Alene—Pappy Boyington Field, and within 1.3 miles each side of the 183° bearing from the airport extending from the 4.4-mile radius to 10 miles south of the airport, and that airspace 4.4 miles each side of the 250° bearing from the Coeur d’Alene—Pappy Boyington Field extending from the 4.4-mile radius to 14.4 miles west of the airport and that airspace 1.8 miles each side of the 023° bearing from the Coeur d’Alene—Pappy Boyington Field extending from the 4.4-mile radius to 8 miles northeast from the airport.

Issued in Seattle, Washington, on July 29, 2020.

**Byron Chew,**

*Group Manager, Acting Operations Support Group, Western Service Center.*

[FR Doc. 2020–17060 Filed 8–5–20; 8:45 am]

**BILLING CODE 4910–13–P**

## POSTAL SERVICE

### 39 CFR Part 113

#### Electronic Indicators for the Mailing of Hazardous and Perishable Materials

**AGENCY:** Postal Service™.

**ACTION:** Proposed revision for special standards; request for comment.

**SUMMARY:** The Postal Service proposes to amend the Publication 52, *Hazardous, Restricted, and Perishable Mail* (PUB 52) to provide unique electronic indicators and to standardize the Extra Services options for shipments of hazardous materials and perishable items.

**DATES:** Submit comments on or before September 8, 2020.

**ADDRESSES:** Mail or deliver written comments to the Manager, Product Classification, U.S. Postal Service, 475 L’Enfant Plaza SW, Room 4446, Washington, DC 20260–5015. If sending comments by email, include the name

and address of the commenter and send to [PCFederalRegister@usps.gov](mailto:PCFederalRegister@usps.gov), with a subject line of “Electronic Indicators”. Faxed comments will not be accepted.

All submitted comments and attachments are part of the public record and subject to disclosure. Do not enclose any material in your comments that you consider to be confidential or inappropriate for public disclosure.

You may inspect and photocopy all written comments, by appointment only, at USPS® Headquarters Library, 475 L’Enfant Plaza SW, 11th Floor North, Washington, DC 20260. These records are available for review Monday through Friday, 9 a.m. to 4 p.m., by calling 202–268–2906.

#### FOR FURTHER INFORMATION CONTACT:

Mary Collins at (202) 251–2291, Kevin Gunther at (202) 268–7208 or Dale Kennedy (202) 268–6592.

**SUPPLEMENTARY INFORMATION:** The Postal Service is proposing to amend PUB 52 with the provisions below and, once adopted, will incorporate the revised PUB 52 by reference into part 113, as well as make necessary edits to the *Domestic Mail Manual*. You may view the text of the proposed edits to PUB 52 at: <https://pe.usps.com/>.

1. Require Electronic Verification System (eVS) and ePostage mailers to transmit a Shipping Services File (SSF) to the Postal Service before, or concurrent with the tendering of hazardous materials shipments.

2. Specify three unique Service Type Codes (STC), each to correspond to hazardous materials outbound shipments via Priority Mail®, First-Class Package Service®, Parcel Select®, Parcel Select Lightweight®, and USPS Retail Ground®.

3. Specify that insurance will be the only Extra Service available with shipments of hazardous materials. The Postal Service intends to provide a unique STC for each product without an Extra Service (which would include basic USPS tracking provided as a built-in feature of these products), purchases of insurance less than or equal to \$500, and purchases of insurance over \$500.

4. Specify four unique STCs for Priority Mail Express® shipments to identify those shipments where the mailer is requesting a waived signature, requiring a signature, purchasing insurance less than or equal to \$500, or purchasing insurance over \$500.

5. Specify three unique STCs to correspond with hazardous materials return services via Parcel Return Service (PRS) Full Network, traditional PRS, Priority Mail Return Service®, First-Class Package Return Service®, and Ground Return Service®, where each