

**2025–06–02 The Boeing Company:**  
Amendment 39–22990; Docket No.  
FAA–2023–2151; Project Identifier AD–  
2023–00984–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective April 23, 2025.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F series airplanes, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by a report of a 5-inch crack on the upper wing skin at wing station (WSTA) 460 of the right wing. The FAA is issuing this AD to address the possibility of an undetected upper wing skin crack. The unsafe condition, if not addressed, could result in the inability of the primary structural element to sustain limit load and could adversely affect the structural integrity of the airplane, resulting in loss of control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 777–57A0125, dated July 25, 2023, which is referred to in Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023.

**(h) Exceptions to Service Information Specifications**

(1) Where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, uses the phrase “the original issue date of Requirements Bulletin 777–57A0125 RB,” this AD requires using the effective date of this AD.

(2) Where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, specifies contacting Boeing for repair instructions: This AD requires doing the repair before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) Where note (a) of the tables in the “Compliance” paragraph and Accomplishment Instructions of Boeing Alert Requirements Bulletin 777–57A0125 RB,

dated July 25, 2023, specifies that a “repair for any crack found on the left wing is terminating action to the repeat inspection on the left wing only,” or that a “repair for any crack found on the right wing is terminating action to the repeat inspection on the right wing only,” for this AD, performing a repair for any crack in accordance with the procedures specified in paragraph (i) of this AD terminates the repetitive inspections required by (g) of this AD at the repaired area only.

(4) For Model 777–300 (Group 3) airplanes, where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, specifies an ultrasonic (UT) inspection of the upper wing skin common to fasteners 11 and 12, this AD requires an open hole high frequency eddy current (HFEC) inspection of fasteners 11 and 12 in accordance with Figures 5 and 6 (for the left wing) or Figures 18 and 19 (for the right wing), as applicable.

(5) For Model 777–300ER (Group 4) airplanes, where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, requires a UT inspection of the upper wing skin common to fasteners 6 and 7, this AD requires this AD requires an open hole HFEC inspection of fasteners 6 and 7 in accordance with Figures 30 and 34 (for the left wing) or Figures 39 and 43 (for the right wing), as applicable.

(6) For Model 777–200LR (Group 5) airplanes, where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, requires a UT inspection of the upper wing skin common to fasteners 6 and 7, this AD requires an open hole HFEC inspection of fasteners 6 and 7 in accordance with Figures 30 and 34 (for the left wing) or Figures 39 and 43 (for the right wing), as applicable.

(7) For Model 777F (Group 6) airplanes, where Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023, requires a UT inspection of the upper wing skin common to fasteners 6 and 7, this AD requires an open hole HFEC inspection of fasteners 6 and 7 in accordance with Figures 30 and 34 (for the left wing) or Figures 39 and 43 (for the right wing), as applicable.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520, Continued Operational Safety 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 certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization

(ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

**(j) Related Information**

(1) For more information about this AD, contact Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3958; email: [Luis.A.Cortez-Muniz@faa.gov](mailto:Luis.A.Cortez-Muniz@faa.gov).

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) this AD.

**(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) Boeing Alert Requirements Bulletin 777–57A0125 RB, dated July 25, 2023.

(ii) [Reserved]

(3) For Boeing material, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website [myboeingfleet.com](http://myboeingfleet.com).

(4) You may view this material 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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on March 13, 2025.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2025–04440 Filed 3–18–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

**[Docket No. FAA–2024–2538; Project Identifier MCAI–2023–01211–E; Amendment 39–22991; AD 2025–06–03]**

**RIN 2120–AA64**

**Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2022–24–06 for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) Model BR700–710A1–10, BR700–710A2–20, and BR700–710C4–11 engines. AD 2022–24–06 required initial and repetitive visual inspections of certain low-pressure compressor (LPC) rotor (fan) disks and replacement of any LPC rotor (fan) disk with cracks detected. AD 2022–24–06 also allows for modification of the engine in accordance with RRD service information as a terminating action to these inspections. Since the FAA issued AD 2022–24–06, the manufacturer published updated service information and revised the engine maintenance manual (EMM) to provide instructions for an improved ultrasonic inspection method, which prompted this AD. This AD requires initial and repetitive visual inspections of certain LPC rotor (fan) disks and replacement of any LPC rotor (fan) disk with cracks detected and would allow modification of the engine as a terminating action to the inspections, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective April 23, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 23, 2025.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–2538; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*

- For EASA material identified in this AD, contact EASA, Konrad-Adenauer-

Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2024–2538.

**FOR FURTHER INFORMATION CONTACT:**  
Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: *barbara.caufield@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2022–24–06, Amendment 39–22246 (87 FR 73919, December 2, 2022), (AD 2022–24–06). AD 2022–24–06 applied to RRD Model BR700–710A1–10, BR700–710A2–20, and BR700–710C4–11 engines. AD 2022–24–06 required initial and repetitive visual inspections of certain LPC rotor (fan) disks and replacement of any LPC rotor (fan) disk with cracks detected. AD 2022–24–06 also allows for modification of the engine in accordance with RRD service information as a terminating action to these inspections. The FAA issued AD 2022–24–06 to prevent failure of the LPC rotor fan or blade.

The NPRM published in the **Federal Register** on November 26, 2024 (89 FR 93230). The NPRM was prompted by EASA AD 2022–0110R1, dated November 22, 2023 (EASA AD 2022–0110R1) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that the manufacturer published updated service information and revised the EMM to provide instructions for an improved ultrasonic inspection method for certain LPC rotor (fan) disks.

In the NPRM, the FAA proposed to retain all of the requirements of AD

2022–24–06. The NPRM proposed to require initial and repetitive visual inspections of certain LPC rotor (fan) disks and replacement of any LPC rotor (fan) disk with cracks detected and would allow modification of the engine as a terminating action to the inspections, as specified in EASA AD 2022–0110R1.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received one comment from an anonymous commenter that supported the NPRM without change.

**Conclusion**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed EASA AD 2022–0110R1, which specifies procedures for initial and repetitive visual inspections of certain LPC rotor (fan) disks, and replacement of any LPC rotor (fan) disk with cracks detected.

This material 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.

**Costs of Compliance**

The FAA estimates that this AD affects 586 engines installed on airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect LPC compressor rotor (fan) disk .....	4 work-hours × \$85 per hour = \$340 .....	\$0	\$340	\$199,240

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the required inspection. The agency has no way of determining the

number of engines that might need these replacements:

#### ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace LPC compressor rotor (fan) disk .....	10 work-hours × \$85 per hour = \$850 .....	\$470,000	\$470,850

#### 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 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,
- (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 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:

- a. Removing Airworthiness Directive AD 2022–24–06, Amendment 39–22246 (87 FR 73919, December 2, 2022); and
- b. Adding the following new airworthiness directive:

**2025–06–03 Rolls-Royce Deutschland Ltd & Co KG:** Amendment 39–22991; Docket No. FAA–2024–2538; Project Identifier MCAI–2023–01211–E.

##### (a) Effective Date

This airworthiness directive (AD) is effective April 23, 2025.

##### (b) Affected ADs

This AD replaces AD 2022–24–06, Amendment 39–22246 (87 FR 73919, December 2, 2022) (AD 2022–24–06).

##### (c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Model BR700–710A1–10, BR700–710A2–20, and BR700–710C4–11 engines as identified in European Union Aviation Safety Agency AD 2022–0110R1, dated November 22, 2023 (EASA AD 2022–0110R1).

##### (d) Subject

Joint Aircraft Service Component (JASC) Code 7230, Turbine Engine Compressor Section.

##### (e) Unsafe Condition

This AD was prompted by reports of cracks on certain low-pressure compressor (LPC) rotor (fan) disks. The FAA is issuing this AD to prevent failure of the LPC rotor fan or blade. The unsafe condition, if not addressed, could result in high energy debris release, damage to the airplane, and reduced control of the airplane.

##### (f) Compliance

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

##### (g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Perform all required actions within the compliance times specified in,

and in accordance with, EASA AD 2022–0110R1.

##### (h) Exceptions to EASA AD 2022–0110R1

(1) Where EASA AD 2022–0110R1 requires compliance from its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2022–0110R1 requires compliance from "29 June 2022 [the effective date of the original issue of this AD]," this AD requires replacing that text with "January 6, 2023 (the effective date of AD 2022–24–06)."

(3) This AD does not require compliance with paragraph (7) of EASA AD 2022–0110R1. The actions required by paragraph 7 of EASA AD 2022–0110R1 were included in AD 2022–26–02, Amendment 39–22280 (87 FR 78846, December 23, 2022), and for this AD may be used for informational purposes.

(4) This AD does not adopt the "Remarks" paragraph of EASA AD 2022–0110R1.

##### (i) No Reporting Requirement

Although the service information referenced in EASA AD 2022–0110R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

##### (j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety 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 AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@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.

##### (k) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: [barbara.caufield@faa.gov](mailto:barbara.caufield@faa.gov).

##### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0110R1, dated November 22, 2023.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on March 11, 2025.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2025–04445 Filed 3–18–25; 8:45 am]

BILLING CODE 4910–13–P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA–R09–OAR–2024–0315; FRL–12098–02–R9]

### Air Plan Revisions; California; Feather River Air Quality Management District

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking final action to approve a revision to the Feather River Air Quality Management District (FRAQMD or “District”) portion of the California State Implementation Plan (SIP). This revision concerns recodification of certain rules to replace historical Sutter County Air Pollution Control District and Yuba County Air Pollution Control District rules with the corresponding FRAQMD rules. These rules regulate pollutants under the Clean Air Act (CAA or “Act”).

**DATES:** This rule is effective April 18, 2025.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA–R09–OAR–2024–0315. All documents in the docket are listed on the <https://www.regulations.gov>

website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information (CBI) 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 through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information. If you need assistance in a language other than English or if you are a person with a disability who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. **FOR FURTHER INFORMATION CONTACT:** Mae Wang, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105; phone: (415) 947–4137; email: [wang.mae@epa.gov](mailto:wang.mae@epa.gov).

#### SUPPLEMENTARY INFORMATION:

Throughout this document, “we,” “us” and “our” refer to the EPA.

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- III. EPA Action
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#### I. Proposed Action

On September 5, 2024 (89 FR 72353), the EPA proposed to approve the submitted FRAQMD rules listed below into the California SIP because they represent recodifications of existing SIP rules. These rules will supersede the Sutter County Air Pollution Control District (SCAPCD) and Yuba County Air Pollution Control District (YCAPCD) rules of the same corresponding number. The EPA therefore also proposed to approve the rescissions of the corresponding SCAPCD and YCAPCD rules because they mirror recodified rules proposed for approval.

The rules were locally adopted by the FRAQMD on August 12, 1991. They were initially scheduled for adoption at a June 1991 Board Meeting, but the adoption was postponed to August 1991. The FRAQMD ultimately adopted the rules in this section on August 12, 1991, but “6/91” remained as the adoption date printed on the rules. Additionally, a typographic error in Rule 3.3 was corrected and adopted by the FRAQMD on October 3, 2022, without changing the official adoption date of the rule. The rules submitted by CARB on May 11, 2023, for inclusion in the California SIP are:

Rule 3.0, Visible Emissions

Rule 3.1, Exceptions to Rule 3.0 (excluding paragraph D)

Rule 3.2, Particulate Matter Concentration

Rule 3.3, Dust and Fumes

Rule 3.4, Separation of Emissions

Rule 3.5, Combination of Emissions

Rule 3.6, Abrasive Blasting

Rule 3.7, Reduction of Animal Matter

Rule 3.10, Sulfur Oxides

Rule 3.13, Circumvention

Rule 9.6, Equipment Breakdown

We proposed to approve these rules because they represent recodifications of existing SIP rules. Our proposed action contains more information on the rules and our evaluation.

#### II. Public Comments and EPA Responses

The EPA’s proposed action provided a 30-day public comment period. During this period, we received four comments, one of which is a duplicate of a previous submission. The three distinct comments were from members of the public. All the comment submissions can be found in the docket for this rulemaking.

**Comment 1:** One commenter acknowledged that the “idea of combining the regulations across both counties will make for a more cohesive plan and environment.” However, while there was no clear objection to the recodification of the existing SIP rules, the commenter asserted that much has changed since the original rules were adopted with respect to environmental justice (EJ) and economic and environmental conditions. The commenter also suggested that the SIP revision at issue could represent an opportunity to evaluate the existing rules in light of current topics and conditions and provide for community growth and input and to restructure the laws and regulations to get the best outcome for everyone, rather than simply reestablishing existing rules.

**Response 1:** The commenter correctly states that “the original rules have been in place for several decades at this point.” We acknowledge the commenter’s interest in more current and potentially better regulations or regulatory strategies from the FRAQMD. We encourage public participation in the FRAQMD’s current and future rule development efforts. The purpose of this EPA rulemaking is to replace the SCAPCD and YCAPCD rules now existing in the federally enforceable SIP in favor of rules that reflect the FRAQMD’s current locally enforceable rulebook. This aligns the federally enforceable SIP versions of the rules with those that are in effect in the FRAQMD until the FRAQMD develops more current regulations.