

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:

**Airbus Helicopters:** Docket No. FAA–2020–1036; Project Identifier MCAI–2020–01430–R.

#### (a) Comments Due Date

The FAA must receive comments by January 14, 2021.

#### (b) Affected Airworthiness Directives (ADs)

None.

#### (c) Applicability

This AD applies to Airbus Helicopters Model SA–365N, SA–365N1, AS–365N2, AS 365 N3, EC 155B, and EC155B1 helicopters, certificated in any category, equipped with magnetic plugs, part number (P/N) 1B7807 or P/N 704A34543017 (electrical), or P/N 365A32–1711–00 (non-electrical), as applicable, installed in the main gearbox (MGB) pump intake.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 6320, Main Rotor Gearbox.

#### (e) Reason

This AD was prompted by the FAA’s determination that to improve the process and performance in collecting metal particles in MGB certain existing magnetic plugs (electrical and non-electrical) installed in the MGB pump intake must be replaced with improved non-electrical magnetic plugs. The FAA is issuing this AD to address metal particles causing seizure of the MGB, loss of power to the main rotor, and subsequent loss of control of the helicopter.

#### (f) Compliance

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

#### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018–0176, dated August 21, 2018 (EASA AD 2018–0176).

#### (h) Exceptions to EASA AD 2018–0176

(1) Where EASA AD 2018–0176 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018–0176 does not apply to this AD.

(3) Although the service information referenced in EASA AD 2018–0176 specifies to discard certain parts, this AD does not include that requirement.

(4) Where EASA AD 2018–0176 refers to flight hours (FH), this AD requires using hours time-in-service.

#### (i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided the helicopter is operated using day visual flight rules and no passengers are onboard.

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

The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Manager, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

#### (k) Related Information

(1) For EASA AD 2018–0176, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); internet [www.easa.europa.eu](http://www.easa.europa.eu). You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>. You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817–222–5110. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–1036.

(2) For more information about this AD, contact Mahmood Shah, Aviation Safety Engineer, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5538; email [mahmood.g.shah@faa.gov](mailto:mahmood.g.shah@faa.gov).

Issued on November 20, 2020.

**Lance T. Gant,**

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

[FR Doc. 2020–26249 Filed 11–27–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2020–1058; Airspace Docket No. 20–AGL–39]

**RIN 2120–AA66**

### Proposed Amendment of Class E Airspace and Revocation of Class E Airspace; Multiple Minnesota Towns

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

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

**SUMMARY:** This action proposes to amend the Class E airspace extending upward from 700 feet above the surface at multiple Minnesota Towns and to revoke the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN. The FAA is proposing this action as the result of airspace reviews caused by the decommissioning of multiple non-federal non-directional beacons (NDBs) within Minnesota. The names and geographic coordinates of various airports would also be updated to coincide with the FAA’s aeronautical database.

**DATES:** Comments must be received on or before January 14, 2021.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations,

West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 366-9826, or (800) 647-5527. You must identify FAA Docket No. FAA-2020-1058/Airspace Docket No. 20-AGL-39, at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays.

FAA Order 7400.11E, 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 7400.11E 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:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

#### **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 the Class E airspace extending upward from 700 feet above the surface at: Aitkin Municipal Airport-Steve Kurtz Field, Aitkin, MN; Appleton Municipal Airport, Appleton, MN; Benson Municipal Airport, Benson, MN; Cambridge Municipal Airport, Cambridge, MN; Cloquet Carlton County Airport, Cloquet, MN; Crookston

Municipal Airport Kirkwood Field, Crookston, MN; Glencoe Municipal Airport, Glencoe, MN; and Mora Municipal Airport, Mora, MN, to support instrument flight rule operations at these airports; and to revoke the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN, as the airspace is no longer required.

##### **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. Commenters 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-2020-1058/Airspace Docket No. 20-AGL-39." 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 [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 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 Federal

Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

##### **Availability and Summary of Documents for Incorporation by Reference**

This document proposes to amend FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E 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:

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile (increased from a 6.4-mile) radius of Aitkin Municipal Airport-Steve Kurtz Field, Aitkin, MN; removing the Aitkin NDB and associated extension from the airspace legal description; and updating the name (previously Aitkin Municipal Airport) and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface at Appleton Municipal Airport, Appleton, MN, by removing the extension northwest of the airport as it is no longer required; and updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Benson Municipal Airport, Benson, MN; and updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Cambridge Municipal Airport, Cambridge, MN; and updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Cloquet Carlton County Airport, Cloquet, MN; and updating the

geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 7-mile) radius of Crookston Municipal Airport Kirkwood Field, Crookston, MN; and updating the name (previously Crookston Municipal Kirkwood Field) and geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface at Glencoe Municipal Airport, Glencoe, MN, by removing the Glencoe NDB and associated extension from the airspace legal description; and updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

Amending the Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile (decreased from a 6.5-mile) radius of Mora Municipal Airport, Mora, MN; removing the Mora NDB and associated extension from the airspace legal description; and updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

And revoking the Class E airspace extending upward from 700 feet above the surface at Silver Bay Municipal Airport, Silver Bay, MN, as the instrument procedures at this airport have been cancelled and the airspace is no longer required.

This action is the result of airspace reviews caused by the decommissioning of the Aitkin, Appleton, Benson, Cambridge, Cloquet, Crookston, Glencoe, Mora, and Silver Bay non-federal NDBs, which provided navigation information for the instrument procedures these airports.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The Class D and 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; AIRTRAFFIC 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth*

\* \* \* \* \*

### AGL MN E5 Aitkin, MN [Amended]

Aitkin Municipal Airport-Steve Kurtz Field, MN

(Lat. 46°32'54" N, long. 93°40'36" W)  
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Aitkin Municipal Airport-Steve Kurtz Field.

\* \* \* \* \*

### AGL MN E5 Appleton, MN [Amended]

Appleton Municipal Airport, MN  
(Lat. 45°13'39" N, long. 96°00'16" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Appleton Municipal Airport.

\* \* \* \* \*

### AGL MN E5 Benson, MN [Amended]

Benson Municipal Airport, MN  
(Lat. 45°19'55" N, long. 95°39'02" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Benson Municipal Airport.

\* \* \* \* \*

### AGL MN E5 Cambridge, MN [Amended]

Cambridge Municipal Airport, MN  
(Lat. 45°33'27" N, long. 93°15'51" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cambridge Municipal Airport.

\* \* \* \* \*

### AGL MN E5 Cloquet, MN [Amended]

Cloquet Carlton County Airport, MN  
(Lat. 46°42'04" N, long. 92°30'13" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Cloquet Carlton County Airport.

\* \* \* \* \*

### AGL MN E5 Crookston, MN [Amended]

Crookston Municipal Airport Kirkwood Field, MN

(Lat. 47°50'30" N, long. 96°37'17" W)  
That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Crookston Municipal Airport Kirkwood Field.

\* \* \* \* \*

### AGL MN E5 Glencoe, MN [Amended]

Glencoe Municipal Airport, MN  
(Lat. 44°45'22" N, long. 94°04'53" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Glencoe Municipal Airport.

\* \* \* \* \*

### AGL MN E5 Mora, MN [Amended]

Mora Municipal Airport, MN  
(Lat. 45°53'31" N long. 93°16'23" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Mora Municipal Airport.

\* \* \* \* \*

### AGL MN E5 Silver Bay, MN [Remove]

Issued in Fort Worth, Texas, on November 23, 2020.

Steven T. Phillips,

Acting Manager, Operations Support Group,  
ATO Central Service Center.

[FR Doc. 2020-26214 Filed 11-27-20; 8:45 am]

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