

announced its most recent delineation of urban areas, a property is located in an area that qualifies as “rural” according to the definitions in § 1026.35(b)(2)(iv) if the search results provided for the property by any such automated address search tool available on the Census Bureau’s public website do not identify the property as being in an urban area.

B. For example, if a creditor extended during 2017 a first-lien covered transaction that is secured by a property that is located in an area that meets the definition of rural or underserved under § 1026.35(b)(2)(iv), the creditor meets this element of the exception for any transaction consummated during 2018.

C. Alternatively, if the creditor did not extend in 2017 a transaction that meets the definition of rural or underserved test under § 1026.35(b)(2)(iv), the creditor satisfies this criterion for any transaction consummated during 2018 for which it received the application before April 1, 2018, if it extended during 2016 a first-lien covered transaction that is secured by a property that is located in an area that meets the definition of rural or underserved under § 1026.35(b)(2)(iv).

ii. During the preceding calendar year, or, if the application for the transaction was received before April 1 of the current calendar year, during either of the two preceding calendar years, the creditor together with its affiliates extended no more than 2,000 covered transactions, as defined by § 1026.43(b)(1), secured by first liens, that were sold, assigned, or otherwise transferred to another person, or that were subject at the time of consummation to a commitment to be acquired by another person, to satisfy the requirement of § 1026.35(b)(2)(iii)(B).

iii. As of the preceding December 31st, or, if the application for the transaction was received before April 1 of the current calendar year, as of either of the two preceding December 31sts, the creditor and its affiliates that regularly extended covered transactions secured by first liens, together, had total assets that do not exceed the applicable asset threshold established by the Bureau, to satisfy the requirement of § 1026.35(b)(2)(iii)(C). The Bureau publishes notice of the asset threshold each year by amending comment 35(b)(2)(iii)–1.iii.

Dated: June 29, 2020.

**Laura Galban,**  
Federal Register Liaison, Bureau of Consumer Financial Protection.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA–2019–1102; Notice No. 25–20–03–SC]

#### Special Conditions: Qantas Airways Limited, Boeing Model 737–800 Airplane; Personal Electronic-Device Straps Installed on Seat Backs

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

**ACTION:** Special conditions; withdrawal.

**SUMMARY:** The FAA is withdrawing the Notice of Proposed Special Conditions, which published in the **Federal Register** on March 31, 2020. The FAA is withdrawing the notice because the special conditions are not necessary.

**DATES:** The special conditions published on March 31, 2020, at 85 FR 17786, are withdrawn as of July 22, 2020.

**FOR FURTHER INFORMATION CONTACT:** John Shelden, Airframe and Cabin Safety Section, AIR–675, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone and fax 206–231–3214; email [john.shelden@faa.gov](mailto:john.shelden@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On March 31, 2020, the FAA published in the **Federal Register** Notice of Proposed Special Conditions No. 25–20–03–SC, Docket No. FAA–2019–1102 (85 FR 17786). The published special conditions pertain to the Qantas Airways Limited installation of personal electronic-device (PED) retention straps on passenger seat backs, on Boeing Model 737–800 airplanes.

##### Reason for Withdrawal

Upon further review, the FAA has determined that the current airworthiness standards are sufficient, and special conditions are not necessary to address PED retention straps installed on the backs of passenger seats in Boeing Model 737–800 airplanes, as modified by Qantas Airways Limited. The applicable title 14, Code of Federal Regulations (14 CFR) airworthiness standards include:

- 14 CFR 25.562(c)(5) and (c)(8)—Emergency Landing Dynamic Conditions
- 14 CFR 25.601—Hazardous Features
- 14 CFR 25.785(b), (d), and (k)—Occupant Injury and Projecting Objects
- 14 CFR 25.787(a) and (b)—Stowage Compartments
- 14 CFR 25.813(c)—Emergency Exit Access

14 CFR 25.1301(a)—Function and Installation

14 CFR 25.1541—Markings and Placards

In addition, the FAA has approved several other PED-retention designs using the

#### Conclusion

The Notice of Proposed Special Conditions No. 25–20–03–SC, Docket No. FAA–2019–1102, published at 85 FR 17786, is therefore withdrawn.

**James E Wilborn,**

*Acting Manager, Transport Standards Branch, Policy and Innovation Division, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 25

[Docket No. FAA–2019–1055; Notice No. 25–20–05–SC]

#### Special Conditions: Boeing Commercial Airplanes Model 777–9 Airplanes; Structure-Mounted Airbags

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

**ACTION:** Notice of proposed special conditions.

**SUMMARY:** This action proposes special conditions for the Boeing Commercial Airplanes (Boeing) Model 777–9 airplane. This airplane will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for transport-category airplanes. This design feature is structure-mounted airbags designed to limit occupant forward excursion in the event of an emergency landing. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

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

**ADDRESSES:** Send comments identified by Docket No. FAA–2019–1055 using any of the following methods:

- *Federal eRegulations Portal:* Go to <http://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