

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.

#### 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):

##### 2020–06–15 Fokker Services B.V.:

Amendment 39–19884; Docket No. FAA–2020–0207; Product Identifier 2020–NM–008–AD.

#### (a) Effective Date

This AD becomes effective April 23, 2020.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Fokker Services B.V. Model F28 Mark 0100 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020–0002, dated January 8, 2020 (“EASA AD 2020–0002”).

#### (d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

#### (e) Reason

This AD was prompted by a report of a crack found in the inboard boom of the left-hand frame at fuselage station (STA) 17011. The FAA is issuing this AD to address cracking at the fuselage station, which could reduce resistance to fatigue and possibly affect the structural integrity of the airplane.

#### (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, EASA AD 2020–0002.

#### (h) Exceptions to EASA AD 2020–0002

(1) Where EASA AD 2020–0002 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020–0002 does not apply to this AD.

(3) Where paragraph (2) of EASA AD 2020–0002 requires accomplishing the corrective action “before next flight, or before exceeding the fly-on time (if any) provided by Fokker Services, as applicable,” this AD requires that the corrective action be accomplished before further flight.

(4) Paragraph (3) of EASA AD 2020–0002 specifies to report inspection results to Fokker Services B.V. within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(4)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### (i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Section, Transport Standards 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 International Section, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: [9-ANM-116-AMOC-REQUESTS@faa.gov](mailto:9-ANM-116-AMOC-REQUESTS@faa.gov). 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.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Fokker Services B.V.’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### (j) Related Information

For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des

Moines, WA 98198; telephone and fax 206–231–3226; email [Tom.Rodriguez@faa.gov](mailto:Tom.Rodriguez@faa.gov).

#### (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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020–0002, dated January 8, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020–0002, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; 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>.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. 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–2020–0207.

(5) You may view this material 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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on March 22, 2020.

**Lance T. Gant,**

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

[FR Doc. 2020–07343 Filed 4–7–20; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2020–0033]

#### Drawbridge Operation Regulation; Rainy River, Rainy Lake and Their Tributaries, Ranier, MN

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations; request for comments.

**SUMMARY:** The Coast Guard authorizes the Canadian National Railroad Bridge, mile 85.0, across the Rainy River to operate remotely. The bridge owner made the request. This temporary deviation will test the remote operations with tenders onsite, and will not change the operating schedule of the bridge.

**DATES:**

*Effective date:* This deviation is effective from midnight on May 1, 2020 to midnight on October 15, 2020.

*Comment date:* Comments and relate material must reach the Coast Guard on or before October 16, 2020.

**ADDRESSES:** You may submit comments identified by docket number USCG–2020–0033 using Federal eRulemaking Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this rule, call or email Mr. Lee D. Soule, Bridge Management Specialist, Ninth Coast Guard District; telephone 216–902–6085, email [Lee.D.Soule@uscg.mil](mailto:Lee.D.Soule@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Background, Purpose and Legal Basis**

Rainy River and Rainy Lake serve as the border between the United States of America and Canada. The Canadian National bridge is a single leaf bascule type railroad bridge that provides a horizontal clearance of 125 feet. The water level on Rainey Lake and under the bridge is controlled by a hydro-electric dam facility at International Falls, Minnesota. Charted datum is based on the water level surface of Rainy Lake. When the gauge at Fort Frances, Canada reads 1107.0 feet, it results in a variable vertical clearance of 6 to 10 feet in the closed position. The railroad bridge carries significant train traffic across the international border and is the customs port of entry. The drawbridge currently operates under title 33 of the Code of Federal Regulation (CFR), § 117.664.

Prior to March 2011, the Canadian National Bridge was remotely operated without authorization from the District Commander and the railroad failed to operate the bridge in a manner that supported good stewardship of the waterway. After review of the complaints, meetings with the town mayor, and after inquiries from the office of the Honorable Senator James Oberstar, the District Commander ordered the bridge owner to reinstate drawtenders at the bridge by March 2011.

The bridge owner has requested to resume remote operations at the bridge after operating the bridge without complaint for seven boating seasons.

Several trains cross the bridge daily traveling from a Canadian train control district to a United States train control district and must stop at the United States port of entry to debark Canadian

train crews and embark United States train crews and vice versa, depending on direction of travel. The train is also inspected prior to entering the United States.

Most of the vessels in the area are Customs and Border Protection patrol boats, houseboats, and other runabouts. Unpowered sail and paddle craft will pass through the bridge if the current is slow. Eight vessels on average request bridge openings each year.

The test schedule will run from midnight on May 1, 2020 to midnight on October 15, 2020. During this test schedule, the bridge will operate remotely with tenders at the bridge to monitor the effectiveness of the remote equipment. The length of the test deviation is necessary to allow all seasonal residents the opportunity to comment on the operations of the bridge. The bridge operates several cameras, a 2-way public address system, and a VHF–FM Marine Radio that monitors channel 16. The bridge owner will continue to maintain a drawtender’s log and provide those logs at the end of the test deviation. Vessels able to safely pass under the bridge without an opening may do so at any time.

The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

**II. Public Participation and Request for Comments**

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at <https://www.regulations.gov>. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION**

**CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s Correspondence System of Records notice (84 FR 48645, September 26, 2018). All public comments will be in our online docket at <https://www.regulations.gov> and can be viewed by following that website’s instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

**D.L. Cottrell,**

*Rear Admiral, U.S. Coast Guard, Commander, Ninth Coast Guard District.*

[FR Doc. 2020–06822 Filed 4–7–20; 8:45 am]

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**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 117**

[Docket No. USCG–2020–0034]

**Drawbridge Operation Regulation; Chicago River, Chicago, IL**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of temporary deviation from regulations; request for comments.

**SUMMARY:** The Coast Guard authorizes the Amtrak Railroad Bridge, mile 3.77, across the South Branch of the Chicago River, to be operated remotely and establish an intermediate opening position. The request was made by the bridge owner. This test deviation will test if the intermediate position improves vessel flow through the river. The bridge will continue to open on signal for commercial and recreational vessels.

**DATES:**

*Effective date:* This deviation is effective from midnight on June 1, 2020 to midnight on September 1, 2020.

*Comment date:* Comments and relate material must reach the Coast Guard on or before September 2, 2020.

**ADDRESSES:** You may submit comments identified by docket number USCG–2020–0034 using Federal eRulemaking Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section