

from a manufacturer, the instructions must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Airbus Canada Limited Partnership's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

#### (i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2020-19, dated May 26, 2020; for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0683.

(2) For more information about this AD, contact Siddeeq Bacchus, Aerospace Engineer, Mechanical Systems and Admin Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7362; fax: 516-794-5531; email: [9-avs-nyacos@faa.gov](mailto:9-avs-nyacos@faa.gov).

(3) For service information identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec, J7N 3C6, Canada; telephone 450-476-7676; email [a220\\_crc@abc.airbus](mailto:a220_crc@abc.airbus); internet <http://a220world.airbus.com>. You may view this service information 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.

Issued on July 30, 2020.

**Lance T. Gant,**

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

[FR Doc. 2020-17466 Filed 8-10-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2020-0687; Project Identifier AD-2020-00571-E]

RIN 2120-AA64

#### **Airworthiness Directives; Rolls-Royce Corporation (Type Certificate Previously Held by Allison Engine Company) Turboprop Engines**

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

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

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for all Rolls-Royce Corporation (RRC) AE 2100A, AE 2100D2, AE 2100D2A, and AE 2100P model turboprop engines. This proposed AD was prompted by a report of a propeller gearbox (PGB)

development test conducted by the manufacturer, in which high vibration occurred due to a fatigue crack that initiated in the PGB shaft and carrier assembly. This proposed AD would require assignment of usage hours to the PGB shaft and carrier assembly at the next engine shop visit and replacement of PGB shaft and carrier assemblies prior to exceeding the new life limits established by the manufacturer. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by September 25, 2020.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-01-06, Indianapolis, IN 46225; phone: 317-230-1667; email: [CMSEindyoSD@rolls-royce.com](mailto:CMSEindyoSD@rolls-royce.com); internet: [www.rolls-royce.com](http://www.rolls-royce.com). You may view this service information 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 781-238-7759.

#### **Examining the AD Docket**

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0687; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Kyri Zaroyiannis, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; phone: 847-294-7836; fax: 847-294-7834; email: [kyri.zaroyiannis@faa.gov](mailto:kyri.zaroyiannis@faa.gov).

**SUPPLEMENTARY INFORMATION:**

#### **Comments Invited**

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2020-0687; Project Identifier AD-2020-00571-E” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this NPRM because of those comments.

Except for Confidential Business Information as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this proposal.

#### **Confidential Business Information**

Confidential Business Information (CBI) is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Kyri Zaroyiannis, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

#### **Background**

The FAA was informed by the manufacturer that a PGB development test was stopped due to high vibration that was found to have been caused by a fatigue crack that initiated in PGB shaft and carrier assembly. The fatigue crack initiated in a broach slot of the PGB shaft. The PGB shaft and carrier

assembly has not previously been a life limited part. After further stress and life analyses, the manufacturer identified the need to declare life limits for all PGB shaft and carrier assemblies. The manufacturer also determined the need to assign usage hours to PGB shaft and carrier assemblies that already have time in service. This AD requires assignment of usage hours to these PGB shaft and carrier assemblies and requires removal of these parts prior to exceeding the new life limits established by the manufacturer. This condition, if not addressed, could result in loss of the propeller, damage to the engine, and damage to the airplane.

**FAA’s Determination**

The FAA is issuing this NPRM because the agency has determined that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Service Information Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed RRC Alert Service Bulletin (ASB) AE 2100A–A–72–322/AE 2100P–A–72–047, Revision 1 (single document), dated May 11, 2018, and RRC ASB AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111, Revision 1 (single document), dated May 28, 2018. RRC ASB AE 2100A–A–72–322/AE 2100P–A–72–047 describes procedures for assigning usage hours to the PGB shaft and carrier assemblies on RRC AE 2100A and AE 2100P model engines. RRC ASB AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111 describes procedures for verifying the PGB shaft and carrier assembly serial numbers and

assigning usage hours to the PGB shaft and carrier assemblies on RRC AE 2100D2 and AE 2100D2A model engines. This service information 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.

**Other Related Service Information**

The FAA reviewed Task 05–10–00–800–801 of RRC AE 2100A Engine Maintenance Manual (MM) CSP31005, Revision 57, dated August 15, 2019, and Task 05–12–11–800–802 of RRC AE 2100A Engine MM CSP31005, Revision 57, dated August 15, 2019. Task 05–10–00–800–801 of RRC AE 2100A Engine MM provides information for determining the usage hours and engine cycles for each life-limited part on RRC AE 2100A model engines. Task 05–12–11–800–802 of RRC AE 2100A Engine MM specifies the PGB shaft and carrier assembly life limits.

The FAA reviewed Task 05–11–00–800–801 of RRC AE 2100D2 and AE 2100D2A Engine MM CSP34081, Revision 64, dated June 1, 2020, and Task 05–12–11–800–802 of RRC AE 2100D2 and AE 2100D2A Engine MM CSP34081, Revision 64, dated June 1, 2020. Task 05–11–00–800–801 of RRC AE 2100D2 and AE 2100D2A Engine MM provides information for determining the usage hours and engine cycles for each life-limited part on RRC AE 2100D2 and AE 2100D2A model engines. Task 05–12–11–800–802 of RRC AE 2100D2 and AE 2100D2A Engine MM specifies the PGB shaft and carrier assembly life limits.

The FAA reviewed Task 05–10–00–800–801 of RRC AE 2100P Engine MM

CSP31015, Revision 15, dated May 15, 2018, and Task 05–12–11–800–802 of RRC AE 2100P Engine MM CSP31015, Revision 15, dated May 15, 2018. Task 05–10–00–800–801 of RRC AE 2100P Engine MM provides information for determining the usage hours and engine cycles for each life-limited part on RRC AE 2100P model engines. Task 05–12–11–800–802 of RRC AE 2100P Engine MM specifies the PGB shaft and carrier assembly life limits.

**Proposed AD Requirements in This NPRM**

This proposed AD would require assignment of usage hours to the PGB shaft and carrier assembly at the next engine shop visit and replacement of PGB shaft and carrier assemblies prior to exceeding the new life limits established by the manufacturer.

**Differences Between This Proposed AD and the Service Information**

RRC ASB AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111, Revision 1 (single document), includes RRC AE 2100J model turboprop engines with PGB shaft and carrier assemblies, with part numbers 23088595 and 23089419 installed, in its applicability. This proposed AD does not. The FAA determined that the PGB shaft and carrier assemblies for these model engines have already been removed for rework and therefore this proposed AD does not apply to them.

**Costs of Compliance**

The FAA estimates that this AD, as proposed, would affect 18 engines installed on airplanes of U.S. registry.

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

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Assign usage hours to PGB shaft and carrier assembly.	3 work-hours × \$85 per hour = \$255 .....	\$0	\$255	\$4,590
Remove and replace PGB shaft and carrier assembly.	15 work-hours × \$85 per hour = \$1,275 .....	49,952	51,227	922,086

**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) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 (AD):

**Rolls-Royce Corporation (Type Certificate previously held by Allison Engine Company):** Docket No. FAA–2020–0687; Project Identifier AD–2020–00571–E.

**(a) Comments Due Date**

The FAA must receive comments by September 25, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Rolls-Royce Corporation (RRC) (Type Certificate previously held by Allison Engine Company) AE 2100A, AE 2100D2, AE 2100D2A, and AE 2100P model turboprop engines.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

**(e) Unsafe Condition**

This AD was prompted by a report of a propeller gearbox (PGB) development test in which high vibration occurred due to a

fatigue crack that initiated in the propeller shaft. The FAA is issuing this AD to prevent loss of the propeller. The unsafe condition, if not addressed, could result in damage to the engine and damage to the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) No later than the next shop visit for the engine with the PGB, or the next shop visit for the PGB only, whichever shop visit occurs first after the effective date of this AD, assign usage hours to the installed PGB shaft and carrier assembly using RRC Alert Service Bulletin (ASB) AE 2100A–A–72–322/AE 2100P–A–72–047, Revision 1 (single document), dated May 11, 2018, or RRC ASB AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111, Revision 1 (single document), dated May 28, 2018.

(2) After the effective date of this AD, before exceeding the life limit (usage hours) specified in Table 1 to paragraph (g)(2) (“Table 1”) of this AD, remove the PGB shaft and carrier assembly, identified by part numbers (P/Ns) in Table 1, from service and replace with a part eligible for installation.

**Table 1 to Paragraph (g)(2) – Life Limits**

<b>Engine model</b>	<b>PGB Shaft and Carrier Assembly P/Ns</b>	<b>Life limit (usage hours)</b>
AE 2100A	23056553, 23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	100,000
AE 2100P	23056553, 23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	100,000
AE 2100D2/D2A	23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	30,000

**(h) No Reporting Requirement**

The reporting requirements in RRC ASB AE 2100A–A–72–322/AE 2100P–A–72–047, Revision 1 (single document), dated May 11, 2018, and RRC ASB AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111, Revision 1 (single document), dated May 28, 2018, are not required by this AD.

**(i) Credit for Previous Actions**

You may take credit for assigning the usage hours required by paragraph (g) of this AD if you performed the action before the effective date of this AD using RRC ASB AE 2100A–A–72–322/AE 2100P–A–72–047, original issue (single document), dated January 15,

2018, or RR AE 2100D2–A–72–111/AE 2100D3–A–72–313/AE 2100J–A–72–111, original issue (single document), dated January 15, 2018.

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

(1) The Manager, Chicago ACO 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 the

certification office, send it to the attention of the person identified in paragraph (k)(1).

(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) Related Information**

(1) For more information about this AD, contact Kyri Zaroyiannis, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; phone: 847–294–7836; fax: 847–294–7834; email: kyri.zaroyiannis@faa.gov.

(2) For service information identified in this AD, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-01-06, Indianapolis, IN 46225; phone: 317-230-1667; email: [CMSEindyOSD@rolls-royce.com](mailto:CMSEindyOSD@rolls-royce.com); internet: [www.rolls-royce.com](http://www.rolls-royce.com). You may view this referenced service information 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 781-238-7759.

Issued on August 5, 2020.

**Lance T. Gant,**

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

[FR Doc. 2020-17389 Filed 8-10-20; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 1

[REG-106013-19]

RIN 1545-BP22

#### **Guidance Involving Hybrid Arrangements and the Allocation of Deductions Attributable to Certain Disqualified Payments Under Section 951A (Global Intangible Low-Taxed Income); Correction**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Correction to a notice of proposed rulemaking.

**SUMMARY:** This document contains a correction to a notice of proposed rulemaking that was published in the *Federal Register* on April 8, 2020. The proposed regulations that adjust hybrid deduction accounts to take into account earnings and profits of a controlled foreign corporation that are included in income by a United States shareholder.

**DATES:** This correction is effective on *August 11, 2020* and is applicable beginning April 8, 2020.

**FOR FURTHER INFORMATION CONTACT:** Concerning the proposed regulations under section 951A, Jorge M. Oben at (202) 317-6934; concerning all other proposed regulations, Richard F. Owens at (202) 317-6501 (not toll-free numbers).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The proposed regulations that are the subject of this correction are under section 245A of the Internal Revenue Code.

#### **Need for Correction**

As published, the notice of proposed regulations (REG-106013-19) contained errors that need to be corrected.

#### **Correction of Publication**

Accordingly, the notice of proposed rulemaking (REG-106013-19) that was the subject of FR Doc. 2020-05923, published at 85 FR 19858 (April 8, 2020), is corrected to read as follows:

##### **§ 1.951A-2 [Corrected]**

- 1. On page 19872, first column, the fifth line of paragraph (c)(6)(i), the language “allocated or” is corrected to read “allocated and”.
- 2. On page 19872, the third line from the bottom of paragraph (c)(6)(iv)(A)(2), the language, “allocated or” is corrected to read “allocated and”.
- 3. On page 19873, third column, the third line of paragraph (c)(6)(iv)(B)(2), the language, “are allocated or” is corrected to read “are allocated and”.

**Martin V. Franks,**

*Branch Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel, (Procedure and Administration).*

[FR Doc. 2020-15857 Filed 8-10-20; 8:45 am]

**BILLING CODE 4830-01-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 62

[EPA-R06-OAR-2020-0357; FRL-10012-53-Region 6]

#### **Approval and Promulgation of State Air Quality Plans for Designated Facilities and Pollutants; Arkansas, New Mexico, and Albuquerque-Bernalillo County, New Mexico; Control of Emissions From Existing Commercial and Industrial Solid Waste Incineration Units**

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

**ACTION:** Proposed rule.

**SUMMARY:** Pursuant to the Federal Clean Air Act (CAA or the Act), the Environmental Protection Agency (EPA) is notifying the public that we have received CAA section 111(d)/129 negative declarations from Arkansas, New Mexico, and Albuquerque-Bernalillo County, New Mexico, for existing incinerators subject to the Commercial and Industrial Solid Waste Incineration units (CISWI) emission guidelines (EG). These negative declarations certify that incinerators subject to CISWI EG and the

requirements of sections 111(d) and 129 of the CAA do not exist within the jurisdictions of Arkansas, New Mexico, and Albuquerque-Bernalillo County. The EPA is proposing to accept the negative declarations and amend the CFR in accordance with the requirements of the CAA.

**DATES:** Written comments must be received on or before September 10, 2020.

**ADDRESSES:** Submit your comments, identified by Docket No. EPA-R06-OAR-2020-0357, at <https://www.regulations.gov> or via email to [ruan-lei.karolina@epa.gov](mailto:ruan-lei.karolina@epa.gov). Follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, please contact Karolina Ruan Lei, (214) 665-7346, [ruan-lei.karolina@epa.gov](mailto:ruan-lei.karolina@epa.gov). For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.

**Docket:** The index to the docket for this action is available electronically at [www.regulations.gov](http://www.regulations.gov). While all documents in the docket are listed in the index, some information may not be publicly available due to docket file size restrictions or content (*e.g.*, CBI).

**FOR FURTHER INFORMATION CONTACT:** Karolina Ruan Lei, EPA Region 6 Office, Air and Radiation Division—State Planning and Implementation Branch, (214) 665-7346, [ruan-lei.karolina@epa.gov](mailto:ruan-lei.karolina@epa.gov). Out of an abundance of caution for members of the public and our staff, the EPA Region 6 office will be closed to the public to reduce the risk of transmitting COVID-19. We encourage the public to submit comments via <https://www.regulations.gov>, as there will be a delay in processing mail and no courier or hand deliveries will be accepted. Please call or email the contact listed above if you need