

Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [robert.grant@faa.gov](mailto:robert.grant@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

#### (h) Additional Information

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) No. 2014-0048, March 4, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in the AD Docket.

#### (i) Subject

Joint Aircraft Service Component (JASC)  
Code: 5300, Fuselage Structure (General).

Issued in Fort Worth, Texas, on May 26, 2015.

**Lance T. Gant,**

*Acting Directorate Manager, Rotorcraft  
Directorate, Aircraft Certification Service.*

[FR Doc. 2015-13354 Filed 6-4-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2015-1345; Airspace  
Docket No. 14-AWP-13]

**RIN 2120-AA66**

#### Proposed Establishment of Multiple Air Traffic Service (ATS) Routes; Western United States

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

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

**SUMMARY:** This action proposes to establish 13 high altitude Area Navigation (RNAV) routes (Q-routes), and one low altitude RNAV route (T-route) in the western United States. The routes would promote operational efficiencies for users and provide connectivity to current and proposed RNAV en route and terminal procedures.

**DATES:** Comments must be received on or before July 20, 2015.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; telephone: (202) 366-9826. You must identify FAA Docket No. FAA-2015-1345 and

Airspace Docket No. 14-AWP-13 at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Jason Stahl, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

#### 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 the 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 modify the route structure in the western U.S. to preserve the safe and efficient flow of air traffic within the NAS.

#### Background

The development of new RNAV Standard Instrument Departure (SID) and Standard Terminal Arrival (STAR) routes requires incorporation of these proposed Q and T routes into the NAS Route Structure in order to maximize the benefits of increased safety in high volume en route sectors.

The Los Angeles Air Route Traffic Control Center (ARTCC) currently does not have routes that join the Performance Based Navigation (PBN) arrival and departure procedures. The existing conventional jet route structure does not serve the new SID/STAR designs. Routes made up of ground based navigational aids are not capable of delivering aircraft onto the RNAV based arrival and departure procedures in an efficient manner. Developing these predictable and repeatable flight paths (Q and T routes) through a complex area confined by restricted areas will improve throughput and safety for Los Angeles ARTCC.

This first phase of a two phase project will align a network of Q-Routes with the new SID's and STAR's. The Q-Route structure is projected to optimize descent/climb profiles to/from several airports in southern California and

create segregated arrival/departure paths to reduce airspace complexity.

#### 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 (FAA Docket No. FAA-2015-1345 and Airspace Docket No. 14-AWP-13) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2015-1345 and Airspace Docket No. 14-AWP-13." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. 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 <http://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 (see **ADDRESSES** section for 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 office of the Western Service Center, Operations Support Group, Federal Aviation Administration, 1601 Lind Ave SW., Renton, WA 98057.

Persons interested in being placed on a mailing list for future NPRMs should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

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

This document proposes to amend FAA Order 7400.9Y, airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014. FAA Order 7400.9Y is publicly available as listed in the **ADDRESSES** section of this proposed rule. FAA Order 7400.9Y 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 to establish U.S. RNAV routes Q-70, Q-73, Q-74, Q-78, Q-86, Q-88, Q-90, Q-94, Q-96, Q-98, Q-114, Q-168, T-326, and Q-842, which is an extension of a current Canadian RNAV route and therefore retains the Canadian numbering. The proposed routes would connect to new SID and STAR procedures as designed in the Southern California (SoCal) Metroplex. The proposed routes are outlined below.

Q-70: Q-70 is proposed from the HAILO, CA, waypoint (WP) to the SAKES, UT, WP to support departures from Los Angeles basin airports to the northeast.

Q-73: Q-73 would be established from the MOMAR, CA, WP to the CORDU, ID, WP to accommodate arrivals to San Diego airport.

Q-74: Q-74 is proposed from the NATEE, NV, WP to the DEANN, UT, WP and would support arrivals to John Wayne, Long Beach and Ontario airports from the northeast.

Q-78: Q-78 would be established from the MARUE, NV, WP to the TOADD, AZ, WP to support arrivals to John Wayne, Long Beach and Ontario airports from the east and northeast.

Q-86: Q-86 is proposed from the TTRUE, AZ, WP to the PLNDL, AZ, WP for arrivals to San Diego and Ontario airports from the east.

Q-88: Q-88 would be established from the HAKMN, NV, WP to the CHESZ, UT, WP to support Los Angeles airport arrivals from the northeast.

Q-90: Q-90 is proposed from the DNERO, CA, WP to the JASSE, AZ, WP

and would be the primary RNAV route to Los Angeles from Denver ARTCC.

Q-94: Q-94 is proposed from the WELUM, NV, WP to the ROOLL, AZ, WP to support Denver ARTCC arrivals to Burbank, Van Nuys, Camarillo, and Oxnard airports.

Q-96: Q-96 would be established from the PURSE, NV, WP to the KIMMR, UT, WP to support arrivals to Burbank, Van Nuys, Camarillo, and Oxnard airports from the Salt Lake ARTCC.

Q-98: Q-98 is proposed from the HAKMN, NV, WP to the PEEWE, AZ, WP to support Denver ARTCC arrivals to Los Angeles and San Diego airports.

Q-114: Q-114 would extend from the NATEE, NV, WP to the BUGGG, UT, WP to support Salt Lake ARTCC arrivals to Long Beach, Ontario, and Orange County airports.

Q-168: Q-168 would extend from the FNND, CA, WP to the JASSE, AZ, WP and would be the primary arrival route for Los Angeles airport from the Denver ARTCC.

Q-842: Existing Canadian route Q-842 would extend south into U.S. airspace. The proposed route would begin at the BEALE, NV, WP and extend north to the existing TOVUM, AB, WP in Canada. This would provide routing for departures from Los Angeles, Long Beach, Ontario, and Orange County airports to airports in Calgary and Edmonton, Canada.

T-326: Finally, this rule would establish low altitude RNAV route T-326, from the Mission Bay, CA, VORTAC (MZB) to the Imperial, CA, VORTAC (IPL) to transition from the San Diego area to the east, remaining south of restricted airspace R-2510 and the Kane Military Operations Area (MOA).

High altitude United States RNAV routes are published in paragraph 2006, high altitude Canadian RNAV routes are published in paragraph 2007, and low altitude United States RNAV routes are published in paragraph 6011 of FAA Order 7400.9Y dated August 6, 2014, and effective September 15, 2014, which is incorporated by reference in 14 CFR 71.1. The high altitude United States RNAV routes (Q-routes), low altitude United States RNAV routes (T-routes), and high altitude Canadian RNAV routes listed in this document would be subsequently published in the Order.

#### Regulatory Notices and Analyses

The FAA has determined that this proposed regulation only involves an

established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of

Transportation (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 proposed rule, when promulgated, will 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 1050.1E, "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

In consideration of the foregoing, 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; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for 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 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014, is amended as follows:

*Paragraph 2006. United States Area Navigation Routes*

\* \* \* \* \*

#### Q-70 HAILO, CA TO SAKES, UT (NEW)

HAILO, CA	WP	(Lat. 35°38'14.00" N., long. 115°58'16.00" W.)
LAS, NV	VOR	(Lat. 36°04'46.93" N., long. 115°09'35.27" W.)

IFEYE, NV	WP	(Lat. 36°24'56.04" N., long. 114°47'49.32" W.)
BLIPP, NV	WP	(Lat. 36°42'41.31" N., long. 114°28'26.45" W.)
EEVUN, UT	WP	(Lat. 37°02'52.90" N., long. 113°42'42.56" W.)
BLOBB, UT	WP	(Lat. 37°17'45.63" N., long. 113°06'52.16" W.)
BAWER, UT	WP	(Lat. 37°38'06.68" N., long. 112°16'45.89" W.)
SAKES, UT	WP	(Lat. 38°50'00.51" N., long. 110°16'16.52" W.)

\* \* \* \* \*

**Q-73 MOMAR, CA TO CORDU, ID (NEW)**

MOMAR, CA	WP	(Lat. 33°30'54.13" N., long. 115°56'40.14" W.)
CABIC, CA	WP	(Lat. 33°46'17.01" N., long. 115°49'28.71" W.)
CHADT, CA	WP	(Lat. 33°55'18.49" N., long. 115°45'03.26" W.)
LVELL, CA	WP	(Lat. 34°12'37.38" N., long. 115°36'53.25" W.)
HAKMN, NV	WP	(Lat. 35°30'28.31" N., long. 115°04'47.04" W.)
ZZYZX, NV	WP	(Lat. 35°39'53.52" N., long. 114°51'54.99" W.)
LAKRR, AZ	WP	(Lat. 36°05'07.72" N., long. 114°17'09.16" W.)
GUNTR, AZ	WP	(Lat. 36°24'39.65" N., long. 114°02'11.55" W.)
ZAINY, AZ	WP	(Lat. 36°39'24.73" N., long. 113°54'03.50" W.)
EEVUN, UT	WP	(Lat. 37°02'52.90" N., long. 113°42'42.56" W.)
WINEN, UT	WP	(Lat. 37°56'00.00" N., long. 113°30'00.00" W.)
CRITO, NV	WP	(Lat. 39°18'00.00" N., long. 114°33'00.00" W.)
BROPH, ID	WP	(Lat. 42°43'15.71" N., long. 114°52'31.80" W.)
DERSO, ID	FIX	(Lat. 43°21'42.63" N., long. 115°08'01.66" W.)
SAWTT, ID	WP	(Lat. 44°37'35.52" N., long. 115°43'55.55" W.)
HELLS, ID	WP	(Lat. 45°25'07.35" N., long. 116°07'15.53" W.)
ZATIP, ID	WP	(Lat. 46°13'17.48" N., long. 116°31'37.57" W.)
CORDU, ID	WP	(Lat. 48°10'46.10" N., long. 116°40'21.84" W.)

**Q-74 NATEE, NV TO DEANN, UT (NEW)**

NATEE, NV	WP	(Lat. 35°37'14.00" N., long. 115°22'26.00" W.)
BLD, NV	VOR	(Lat. 35°59'44.84" N., long. 114°51'48.88" W.)
ZAINY, AZ	WP	(Lat. 36°39'24.73" N., long. 113°54'03.50" W.)
FIZZL, AZ	WP	(Lat. 36°56'03.37" N., long. 113°16'23.91" W.)
GARDD, UT	WP	(Lat. 37°03'12.91" N., long. 112°37'54.38" W.)
DEANN, UT	WP	(Lat. 37°12'34.00" N., long. 111°42'47.00" W.)

**Q-78 MARUE, NV TO TOADD, AZ (NEW)**

MARUE, NV	WP	(Lat. 35°15'23.00" N., long. 114°52'55.00" W.)
DUGGN, AZ	WP	(Lat. 35°44'06.83" N., long. 113°23'24.52" W.)
TOADD, AZ	WP	(Lat. 36°17'45.60" N., long. 111°30'37.21" W.)

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**Q-86 TTRUE, AZ TO PLNDL, AZ (NEW)**

TTRUE, AZ	WP	(Lat. 34°38'01.53" N., long. 114°23'05.05" W.)
YORRK, AZ	WP	(Lat. 34°52'03.23" N., long. 113°55'58.14" W.)
SCHLS, AZ	WP	(Lat. 35°14'18.55" N., long. 113°09'42.77" W.)
CUTRO, AZ	WP	(Lat. 35°36'16.98" N., long. 112°23'00.00" W.)
VALEQ, AZ	WP	(Lat. 35°44'01.73" N., long. 112°06'31.44" W.)
PLNDL, AZ	WP	(Lat. 35°50'17.43" N., long. 111°52'40.71" W.)

**Q-88 HAKMN, NV TO CHESZ, UT (NEW)**

HAKMN, NV	WP	(Lat. 35°30'28.31" N., long. 115°04'47.04" W.)
ZZYZX, NV	WP	(Lat. 35°39'53.52" N., long. 114°51'54.99" W.)
LAKRR, NV	WP	(Lat. 36°05'07.72" N., long. 114°17'09.16" W.)
NOOTN, AZ	WP	(Lat. 36°37'32.63" N., long. 113°20'40.25" W.)
GARDD, UT	WP	(Lat. 37°03'12.91" N., long. 112°37'54.38" W.)
VERKN, UT	WP	(Lat. 37°23'00.05" N., long. 112°04'21.69" W.)
PROMT, UT	WP	(Lat. 37°30'06.70" N., long. 111°52'12.94" W.)
CHESZ, UT	WP	(Lat. 38°16'59.03" N., long. 110°02'11.31" W.)

**Q-90 DNERO, CA TO JASSE, AZ (NEW)**

DNERO, CA	WP	(Lat. 35°02'07.14" N., long. 114°54'16.39" W.)
ESGEE, NV	WP	(Lat. 35°08'00.50" N., long. 114°37'21.64" W.)
AREAF, AZ	WP	(Lat. 35°36'31.77" N., long. 113°13'50.46" W.)
JASSE, AZ	WP	(Lat. 36°04'15.53" N., long. 111°48'45.81" W.)

**Q-94 WELUM, NV TO ROOLL, AZ (NEW)**

WELUM, NV	WP	(Lat. 35°22'56.00" N., long. 114°55'59.00" W.)
MNGGO, AZ	WP	(Lat. 35°51'13.55" N., long. 113°28'23.59" W.)
ROOLL, AZ	WP	(Lat. 36°27'37.93" N., long. 111°28'54.98" W.)

**Q-96 PURSE, NV TO KIMMR, UT (NEW)**

PURSE, NV	WP	(Lat. 35°34'54.00" N., long. 115°11'53.00" W.)
DODDL, NV	WP	(Lat. 35°49'28.80" N., long. 114°51'51.29" W.)
BFUNE, AZ	WP	(Lat. 36°06'10.73" N., long. 114°28'40.09" W.)
GUNTR, AZ	WP	(Lat. 36°24'39.65" N., long. 114°02'11.55" W.)
PIXR, AZ	WP	(Lat. 36°36'29.27" N., long. 113°45'02.40" W.)
FIZZL, AZ	WP	(Lat. 36°56'03.37" N., long. 113°16'23.91" W.)

BAWER, UT	WP	(Lat. 37°38'06.68" N., long. 112°16'45.89" W.)
ROCCY, UT	WP	(Lat. 37°49'41.63" N., long. 111°59'59.84" W.)
SARAF, UT	WP	(Lat. 38°36'03.84" N., long. 110°53'24.20" W.)
KIMMR, UT	WP	(Lat. 39°13'45.24" N., long. 109°57'30.10" W.)

**Q-98 HAKMN, NV TO PEEWE, AZ (NEW)**

HAKMN, NV	WP	(Lat. 35°30'28.31" N., long. 115°04'47.04" W.)
ZZYZX, NV	WP	(Lat. 35°39'53.52" N., long. 114°51'54.99" W.)
LAKRR, NV	WP	(Lat. 36°05'07.72" N., long. 114°17'09.16" W.)
DUZIT, AZ	WP	(Lat. 36°24'51.20" N., long. 113°24'51.53" W.)
EEZY, AZ	WP	(Lat. 36°44'33.18" N., long. 112°21'40.77" W.)
PEEWE, AZ	WP	(Lat. 36°58'08.69" N., long. 111°36'40.81" W.)

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**Q-114 NATEE, NV TO BUGGG, UT (NEW)**

NATEE, NV	WP	(Lat. 35°37'14.00" N., long. 115°22'26.00" W.)
BLD, NV	VOR	(Lat. 35°59'44.84" N., long. 114°51'48.88" W.)
ZAINY, AZ	WP	(Lat. 36°39'24.73" N., long. 113°54'03.50" W.)
AHOWW, UT	WP	(Lat. 37°07'14.56" N., long. 113°11'34.04" W.)
BAWER, UT	WP	(Lat. 37°38'06.68" N., long. 112°16'45.89" W.)
BUGGG, UT	WP	(Lat. 38°39'18.31" N., long. 109°29'48.01" W.)

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**Q-168 FNDA, CA TO JASSE, AZ (NEW)**

FNDA, CA	WP	(Lat. 34°45'14.96" N., long. 114°45'18.49" W.)
SHIVA, AZ	WP	(Lat. 34°58'12.28" N., long. 114°17'24.65" W.)
KRINA, AZ	WP	(Lat. 35°28'02.52" N., long. 113°11'35.60" W.)
JASSE, AZ	WP	(Lat. 36°04'15.53" N., long. 111°48'45.81" W.)

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*Paragraph 2007. Canadian Area Navigation Routes***Q-842 BEALE, NV TO TOVUM, AB CANADA (NEW)**

BEALE, NV	WP	(Lat. 36°10'56.60" N., long. 114°49'34.81" W.)
BLIPP, NV	WP	(Lat. 36°42'41.31" N., long. 114°28'26.45" W.)
WINEN, UT	WP	(Lat. 37°56'00.00" N., long. 113°30'00.00" W.)
TABLL, UT	WP	(Lat. 38°39'56.31" N., long. 113°10'35.15" W.)
PICHO, UT	WP	(Lat. 39°58'00.00" N., long. 112°35'00.00" W.)
PATIO, UT	WP	(Lat. 41°16'00.00" N., long. 112°32'00.00" W.)
PROXI, UT	WP	(Lat. 41°58'20.81" N., long. 112°31'33.79" W.)
VAANE, ID	WP	(Lat. 45°18'12.53" N., long. 112°44'58.36" W.)
KEETA, MT	WP	(Lat. 47°20'39.01" N., long. 112°52'51.46" W.)
TOVUM, AB, Canada	WP	(Lat. 49°14'29.00" N., long. 112°48'53.00" W.)

Excluding the airspace within Canada.

\* \* \*

*Paragraph 6011. United States Area Navigation Routes***T-326 MISSION BAY, CA TO IMPERIAL, CA (NEW)**

Mission Bay, CA (MZB)	VORTAC	(Lat. 32°46'55.93" N., long. 117°13'31.49" W.)
HAILE, CA	WP	(Lat. 32°46'45.70" N., long. 117°00'51.71" W.)
BLLY, CA	WP	(Lat. 32°49'38.06" N., long. 116°45'56.45" W.)
STAXS, CA	WP	(Lat. 32°52'16.70" N., long. 116°32'17.69" W.)
GILYY, CA	WP	(Lat. 32°52'12.12" N., long. 116°21'05.24" W.)
KUMBA, CA	WP	(Lat. 32°45'43.18" N., long. 116°03'13.37" W.)
Imperial, CA (IPL)	VORTAC	(Lat. 32°44'55.92" N., long. 115°30'30.90" W.)

Issued in Washington, DC, on May 26, 2015.

**Gary A. Norek,***Manager, Airspace Policy & Regulations Group.*

[FR Doc. 2015-13504 Filed 6-4-15; 8:45 am]

**BILLING CODE 4910-13-P**

**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 52**

[EPA-R09-OAR-2015-0228; FRL-9928-08-Region 9]

**Revisions to the California State Implementation Plan, Eastern Kern Air Pollution Control District, Mojave Desert Air Quality Management District****AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve revisions to the Eastern Kern Air Pollution Control District (EKAPCD) and Mojave Desert Air Quality Management District (MDAQMD) portions of the California State Implementation Plan (SIP). These revisions concern volatile organic compound (VOC) emissions from polyester resin operations and oil-water separators. The EPA is proposing to approve local rules that regulate these emission sources under the Clean Air Act (CAA or the Act).

**DATES:** Any comments on this proposal must arrive by July 6, 2015.

**ADDRESSES:** Submit comments, identified by docket number EPA-R09-OAR-2015-0228, by one of the following methods:

1. *Federal eRulemaking Portal:* [www.regulations.gov](http://www.regulations.gov). Follow the on-line instructions.

2. *Email:* [steckel.andrew@epa.gov](mailto:steckel.andrew@epa.gov).

3. *Mail or deliver:* Andrew Steckel (Air-4), U.S. Environmental Protection Agency Region IX, 75 Hawthorne Street, San Francisco, CA 94105-3901.

*Instructions:* All comments will be included in the public docket without change and may be made available online at [www.regulations.gov](http://www.regulations.gov), including any personal information provided, unless the comment includes Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Information that you consider CBI or otherwise protected should be clearly identified as such and should not be submitted through [www.regulations.gov](http://www.regulations.gov) or email. [www.regulations.gov](http://www.regulations.gov) is an "anonymous access" system, and the EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send email directly to the EPA, your email address will be automatically captured and included as part of the public comment. If the EPA cannot read your comment due to technical difficulties and cannot contact you for clarification,

the EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

*Docket:* Generally, documents in the docket for this action are available electronically at [www.regulations.gov](http://www.regulations.gov) and in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, California 94105-3901. While all documents in the docket are listed at [www.regulations.gov](http://www.regulations.gov), some information may be publicly available only at the hard copy location (e.g., copyrighted material, large maps), and some may not be publicly available in either location (e.g., CBI). To inspect the hard copy materials, please schedule an appointment during normal business hours with the contact listed in the **FOR FURTHER INFORMATION CONTACT** section.

**FOR FURTHER INFORMATION CONTACT:** Nancy Levin, EPA Region IX, (415) 972-3848, [levin.nancy@epa.gov](mailto:levin.nancy@epa.gov).

**SUPPLEMENTARY INFORMATION:** This proposal addresses the following local rules: EKAPCD Rule 432 Polyester Resin Operations and MDAQMD Rule 464 Oil-Water Separators. In the Rules and Regulations section of this **Federal Register**, the EPA is approving these local rules in a direct final action without prior proposal because the EPA believes these SIP revisions are not controversial. If the EPA receives adverse comments, however, the EPA will publish a timely withdrawal of the direct final rule and address the comments in subsequent action based on this proposed rule. Please note that if the EPA receives adverse comment on an amendment, paragraph or section of this rule and if that provision may be severed from the remainder of the rule, the EPA may adopt as final those provisions of the rule that are not the subject of an adverse comment.

The EPA does not plan to open a second comment period, so anyone interested in commenting should do so at this time. If the EPA does not receive adverse comments, no further activity is planned. For further information, please see the direct final action.

Dated: May 8, 2015.

**Alexis Strauss,**

*Acting Regional Administrator, Region IX.*

[FR Doc. 2015-13682 Filed 6-4-15; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY****40 CFR Part 52**

[EPA-R03-OAR-2015-0274; FRL-9928-77-Region 3]

**Approval and Promulgation of Air Quality Implementation Plans; Virginia; Prevention of Significant Deterioration; Plantwide Applicability Limits for Greenhouse Gases****AGENCY:** Environmental Protection Agency.**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve a May 12, 2014 State Implementation Plan (SIP) revision submitted for the Commonwealth of Virginia by the Virginia Department of Environmental Quality (VADEQ). This revision will add Plantwide Applicability Limit (PAL) provisions for Greenhouse Gases (GHGs) to Virginia's Prevention of Significant Deterioration (PSD) program. This action is being taken under the Clean Air Act (CAA).

**DATES:** Written comments must be received on or before July 6, 2015.

**ADDRESSES:** Submit your comments, identified by Docket ID Number EPA-R03-OAR-2015-0274 by one of the following methods:

A. *www.regulations.gov.* Follow the on-line instructions for submitting comments.

B. *Email:* [campbell.dave@epa.gov](mailto:campbell.dave@epa.gov).

C. *Mail:* EPA-R03-OAR-2015-0274, David Campbell, Associate Director, Office of Permits and Air Toxics, Mailcode 3AP10, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103.

D. *Hand Delivery:* At the previously-listed EPA Region III address. Such deliveries are only accepted during the Docket's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

*Instructions:* Direct your comments to Docket ID No. EPA-R03-OAR-2015-0274. EPA's policy is that all comments received will be included in the public docket without change, and may be made available online at [www.regulations.gov](http://www.regulations.gov), including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI, or otherwise protected, through [www.regulations.gov](http://www.regulations.gov) or email. The [www.regulations.gov](http://www.regulations.gov) Web