

### *E. Providing Accountability Through Transparency Act of 2023*

The Providing Accountability Through Transparency Act of 2023<sup>59</sup> requires that a notice of proposed rulemaking include the internet address of a summary of not more than 100 words in length of a proposed rule, in plain language, that shall be posted on the internet website under section 206(d) of the E-Government Act of 2002.<sup>60</sup>

The FDIC is proposing to amend the current regulation by removing one exempt transaction from § 303.84(a) that currently does not require prior written notice to the FDIC. Transactions involving the acquisition of voting securities of a depository institution holding company for which the FRB reviews a notice would no longer be an exempt transaction under § 303.84(a). The proposed rule is intended for the FDIC to strengthen its review and approval process for acquisitions of voting securities that involve FDIC-supervised institutions. The proposal and required summary can be found at <https://www.fdic.gov/resources/regulations/federal-register-publications/>.

#### List of Subjects in 12 CFR Part 303

Administrative practice and procedure, Bank deposit insurance, Banks, Banking, Change in bank control, Filing procedures, Procedure and rules of practice, Reporting and recordkeeping requirements, and Savings associations.

#### Authority and Issuance

For the reasons set forth in the preamble, the Federal Deposit Insurance Corporation proposes to amend 12 CFR part 303 as follows:

#### PART 303—FILING PROCEDURES

■ 1. The authority citation for part 303 continues to read as follows:

**Authority:** 12 U.S.C. 378, 1463, 1467a, 1813, 1815, 1817, 1818, 1819(a) (Seventh and Tenth), 1820, 1823, 1828, 1831i, 1831e, 1831o, 1831p–1, 1831w, 1831z, 1835a, 1843(l), 3104, 3105, 3108, 3207, 5412; 15 U.S.C. 1601–1607.

■ 2. Amend § 303.81 by revising paragraph (e) to read as follows:

#### § 303.81 Definitions.

\* \* \* \* \*

(e) *Covered institution* means an insured State nonmember bank, an insured State savings association, and any company that controls, directly or

indirectly, an insured State nonmember bank or an insured State savings association.

\* \* \* \* \*

#### § 303.84 [Amended]

■ 3. Amend § 303.84 by removing paragraph (a)(8).

By order of the Board of Directors.

Dated at Washington, DC, on July 30, 2024.

**James P. Sheesley,**

*Assistant Executive Secretary.*

[FR Doc. 2024–18187 Filed 8–16–24; 8:45 am]

**BILLING CODE 6714–01–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2024–2026; Project Identifier AD–2024–00163–E]

RIN 2120–AA64

#### Airworthiness Directives; Pratt & Whitney 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 certain Pratt & Whitney (PW) Model PW1519G, PW1521G, PW1521GA, PW1521G–3, PW1524G, PW1524G–3, PW1525G, PW1525G–3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G–A engines with a certain high-pressure compressor (HPC) 7th-stage axial rotor installed. This proposed AD was prompted by an analysis of an event involving an International Aero Engines, LLC (IAE LLC) Model PW1127GA–JM engine, which experienced an HPC 7th-stage integrally bladed rotor (IBR–7) separation that resulted in an aborted takeoff. This proposed AD would require performing initial and repetitive angled ultrasonic inspections (AUSI) of certain HPC 7th-stage axial rotors for cracks and replacing the HPC 7th-stage axial rotors if necessary. 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 October 3, 2024.

**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 [regulations.gov](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.

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2026; 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.

**Material Incorporated by Reference:**

- For PW material identified in this proposed AD, contact Pratt & Whitney, 400 Main Street, East Hartford, CT 06118; phone: (860) 565–0140; email: [help24@prattwhitney.com](mailto:help24@prattwhitney.com); website: [connect.prattwhitney.com](https://connect.prattwhitney.com).

- You may view this material 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 (817) 222–5110.

**FOR FURTHER INFORMATION CONTACT:** Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7655; email: [carol.nguyen@faa.gov](mailto:carol.nguyen@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–2024–2026; Project Identifier AD–2024–00163–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 revise this proposal because of those comments.

Except for Confidential Business Information (CBI) 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 [regulations.gov](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 NPRM.

<sup>59</sup> 5 U.S.C. 553(b)(4).

<sup>60</sup> 44 U.S.C. 3501 note.

**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 Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

On December 24, 2022, an Airbus Model A320neo airplane powered by IAE LLC Model PW1127GA-JM engines, experienced a failure of the HPC IBR-7 that resulted in an engine shutdown and aborted take-off. Following this event, the manufacturer conducted a records review of production and field-returned parts and re-evaluated their engineering analysis methodology. The new analysis found that the failure of

the HPC IBR-7 was caused by a nickel powdered metal anomaly, similar in nature to an anomaly previously observed, and these parts are susceptible to failure much earlier than previously determined. As a result, the FAA issued multiple ADs requiring AUSIs for certain affected parts, however the overall mitigation plan included several actions that were not available when those ADs were published. Since that time, PW has developed the AUSI for the HPC 7th-stage axial rotors. This condition, if not addressed, could result in uncontained HPC 7th-stage axial rotor failure, release of high-energy debris, damage to the engine, damage to the airplane, and possible loss of the airplane.

**FAA’s Determination**

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed the following material:

- PW Alert Service Bulletin (ASB) PW1000G-A-72-00-0157-00A-930A-D, Issue No: 002, dated May 22, 2024; and PW ASB PW1000G-A-72-00-0210-00A-930A-D, Issue No: 002, dated May 22, 2024; which specify procedures for performing initial AUSIs on affected HPC 7th-stage axial rotors. This material also includes the serial numbers of affected HPC 7th-stage axial rotors. This material is distinct because

it applies to different engine models in different configurations.

- PW ASB PW1000G-A-72-00-0158-00B-930A-D, Issue No: 002, dated August 1, 2024; and PW ASB PW1000G-A-72-00-0211-00A-930A-D, Issue No: 002, dated August 1, 2024; which specify procedures for performing repetitive AUSIs on affected HPC 7th-stage axial rotors. This material is distinct because it applies to different engine models in different configurations.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in ADDRESSES.

**Proposed AD Requirements in This NPRM**

This proposed AD would require performing initial and repetitive AUSIs of certain HPC 7th-stage axial rotors for cracks and replacement if necessary.

**Interim Action**

The FAA considers this AD to be an interim action. This unsafe condition is still under investigation by the manufacturer and, depending on the results of that investigation, the FAA may consider further rulemaking action.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 121 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
AUSI of HPC 7th-stage axial rotor .....	20 work-hours × \$85 per hour = \$1,700 .....	\$0	\$1,700	\$205,700

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the proposed inspection. The agency has no way of determining the

number of engines that might need these replacements:

**ON-CONDITION COSTS**

Action	Labor cost	Parts cost	Cost per product
Replacement of HPC 7th-stage axial rotor .....	1 work-hours × \$85 per hour = \$85 .....	\$84,640	\$84,725

**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:

**Pratt & Whitney:** Docket No. FAA-2024-2026; Project Identifier AD-2024-00163-E.

#### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 3, 2024.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Pratt & Whitney (PW) Model PW1519G, PW1521G, PW1521GA, PW1521G-3, PW1524G, PW1524G-3, PW1525G, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A engines with an installed high-pressure compressor (HPC) 7th-stage axial rotor having part number (P/N) 30G5307.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

#### (e) Unsafe Condition

This AD was prompted by an analysis of an event involving an International Aero Engines, LLC Model PW1127GA-JM engine, which experienced an HPC 7th-stage integrally bladed rotor separation that resulted in an aborted takeoff. The FAA is issuing this AD to prevent failure of the HPC 7th-stage axial rotor. The unsafe condition, if not addressed, could result in uncontained HPC 7th-stage axial rotor failure, release of high-energy debris, damage to the engine, damage to the airplane, and possible loss of the airplane.

#### (f) Compliance

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

#### (g) Required Actions

(1) At the next piece-part exposure after the effective date of this AD and thereafter at each piece-part exposure, except as required by paragraph (g)(2) and (4) of this AD, perform an angled ultrasonic inspection (AUSI) of the affected HPC 7th-stage axial rotor for cracks in accordance with paragraphs (g)(1)(i) and (ii) of this AD, as applicable.

(i) For Model PW1500G engines: Step 7 of the Accomplishment Instructions of PW Alert Service Bulletin (ASB) PW1000G-A-72-00-0210-00A-930A-D, Issue No: 002, dated May 22, 2024 (PW1000G-A-72-00-0210-00A-930A-D, Issue No: 002), or step 5.B of the Accomplishment Instructions of PW ASB PW1000G-A-72-00-0211-00A-930A-D, Issue No: 002, dated August 1, 2024.

(ii) For Model PW1900G engines: Step 7 of the Accomplishment Instructions of PW ASB PW1000G-A-72-00-0157-00A-930A-D, Issue No: 002, dated May 22, 2024 (PW1000G-A-72-00-0157-00A-930A-D, Issue No: 002), or step 5.B of the Accomplishment Instructions of PW ASB PW1000G-A-72-00-0158-00B-930A-D, Issue No: 002, dated August 1, 2024.

(2) For engines with an installed HPC 7th-stage axial rotor and a serial number listed in Table 1 of PW1000G-A-72-00-0210-00A-930A-D, Issue No: 002, or Table 1 of PW1000G-A-72-00-0157-00A-930A-D, Issue No: 002, that have not had an AUSI performed prior to the effective date of this AD, at the next HPC engine shop visit after the effective date of this AD, not to exceed 10,000 part cycles since new, or within 100 flight cycles (FCs) after the effective date of this AD, whichever occurs later, and thereafter at each piece-part exposure: perform an AUSI of the HPC 7th-stage axial rotor for cracks in accordance with paragraphs (g)(1)(i) and (ii) of this AD, as applicable.

(3) If any crack is found during any inspection required by paragraphs (g)(1) or (2) of this AD, before further flight, remove the HPC 7th-stage axial rotor from service and replace with a part eligible for installation.

(4) If an HPC 7th-stage axial rotor has accumulated 100 FCs or less since the last AUSI, reinspection is not required provided that the part was not damaged during removal from the engine.

#### (h) Definitions

For the purposes of this AD:

(1) “Model PW1500G” engines are PW Model PW1519G, PW1521G, PW1521GA, PW1521G-3, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 engines.

(2) “Model PW1900G” engines are PW Model PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A engines.

(3) A “part eligible for installation” is any of the following:

(i) An HPC 7th-stage axial rotor, P/N 30G5307, that has passed the AUSI required by paragraphs (g)(1) or (g)(2) of this AD.

(ii) An HPC 7th-stage axial rotor, P/N 30G5307, that has a Certificate of Conformance that shows compliance with NDIP-1281.

(iii) An HPC 7th-stage axial rotor that has a later approved P/N.

(4) A “piece-part exposure” is when the HPC 7th-stage axial rotor is disassembled from the rotor assembly.

(5) An “HPC engine shop visit” is when the HPC rotor assembly is removed from the HPC module.

#### (i) Credit for Previous Actions

This paragraph provides credit for the initial AUSI required by paragraphs (g)(1) and (2) of this AD, if those actions were done before the effective date of this AD using any of the following:

(1) PW ASB PW1000G-A-72-00-0157-00A-930A-D, Issue No: 001, dated February 15, 2024.

(2) PW ASB PW1000G-A-72-00-0158-00B-930A-D, Issue No: 001, dated February 19, 2024.

(3) PW ASB PW1000G-A-72-00-0210-00A-930A-D, Issue No: 001, dated February 15, 2024.

(4) PW ASB PW1000G-A-72-00-0211-00A-930A-D, Issue No: 001, dated February 19, 2024.

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

(1) The Manager, AIR-520 Continued Operational Safety 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 AIR-520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(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) Additional Information

For more information about this AD, contact Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des

Moines, WA 98198; phone: (781) 238-7655; email: [carol.nguyen@faa.gov](mailto:carol.nguyen@faa.gov).

### (I) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pratt & Whitney (PW) Alert Service Bulletin (ASB) PW1000G-A-72-00-0157-00A-930A-D, Issue No: 002, dated May 22, 2024.

(ii) PW ASB PW1000G-A-72-00-0158-00B-930A-D, Issue No: 002, dated August 1, 2024.

(iii) PW ASB PW1000G-A-72-00-0210-00A-930A-D, Issue No: 002, dated May 22, 2024.

(iv) PW ASB PW1000G-A-72-00-0211-00A-930A-D, Issue No: 002, dated August 1, 2024.

(3) For PW material identified in this AD, contact Pratt & Whitney, 400 Main Street, East Hartford, CT 06118; phone: (860) 565-0140; email: [help24@prattwhitney.com](mailto:help24@prattwhitney.com); website: [connect.p PrattWhitney.com](http://connect.p PrattWhitney.com).

(4) You may view this material 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 (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on August 12, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024-18354 Filed 8-16-24; 8:45 am]

**BILLING CODE 4910-13-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R09-OAR-2024-0199; FRL-12188-01-R9]

### Air Quality Plans; Arizona; Maricopa County Air Quality Department; Source-Specific SIP Revision

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

**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing approval of a source-specific revision to the Maricopa County Air Quality Department's (MCAQD or "Department") portion of the Arizona State Implementation Plan (SIP). This revision consists of certain permit

conditions related to emissions offsets generated from the replacement of existing diesel-fueled solid waste collection trucks promulgated by the MCAQD and submitted by the State of Arizona for inclusion in the Maricopa County portion of the Arizona SIP under the Clean Air Act (CAA or "Act"). The permit conditions have been submitted for SIP approval to ensure that they are federally enforceable, which is the basis for qualifying certain emissions reductions as creditable offsets under the CAA. We are taking comments on this proposal and plan to follow with a final action.

**DATES:** Comments must be received on or before September 18, 2024.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R09-OAR-2024-0199 at <https://www.regulations.gov>. For comments submitted at [Regulations.gov](http://Regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](http://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 the disclosure of which 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 the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <http://www.epa.gov/dockets/commenting-epa-dockets/>. If you need assistance in a language other than English or if you are a person with disabilities who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

#### FOR FURTHER INFORMATION CONTACT:

Christa Cichoski, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105; by phone: (415) 972-3930; or by email to [cichoski.christa@epa.gov](mailto:cichoski.christa@epa.gov).

#### SUPPLEMENTARY INFORMATION:

Throughout this document, "we," "us," and "our" refer to the EPA.

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### I. The State's Submittal

#### A. What SIP revision did the State submit?

On August 3, 2022, the Arizona Department of Environmental Quality (ADEQ) submitted three source-specific SIP revisions on behalf of the MCAQD. The SIP revisions consist of portions of the following three operating permits: Facility ID F001645 was issued P0008308, Facility ID F001646 was issued P0008309, and Facility ID F000443 was issued P0008316. On February 3, 2023, the SIP submittal was deemed complete by operation of law. On April 3, 2024, via a letter dated March 29, 2024,<sup>1</sup> the ADEQ submitted corrected copies of these same permit conditions to correct minor typographical errors. The permits are now numbered: P0011602, P0011603, P0011601, respectively.

#### B. What is the purpose of the submitted source-specific SIP revision?

The submitted permit conditions ensure that emission reduction credits granted to Waste Management of Arizona, Inc. (Waste Management) for replacing existing diesel-fired solid waste collection trucks with compressed natural gas (CNG)-fired solid waste collection trucks meet the offset integrity criteria contained in 40 CFR part 51.165(a)(3)(ii)(C)(1)(i), which requires such emission reductions to be surplus, permanent, quantifiable, and federally enforceable. Approval of these portions of the permits into the Maricopa portion of the Arizona SIP will provide the necessary federal enforceability for these permit conditions.

<sup>1</sup> We note that the Maricopa County letter to ADEQ is dated April 1, 2024, which is after the March 29, 2024 date of the ADEQ letter. The MCAQD has clarified that their letter contained a typographical error and should have been dated March 29, 2024. See email dated June 20, 2024, from Kimberly Butler (MCAQD) to Laura Yannayon (EPA Region 9), which documents this clarification. A copy is provided in the docket for this action.