

Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### The Withdrawal

■ Accordingly, the notice of proposed rulemaking, Docket No. FAA–2005–21679, Directorate Identifier 2004–SW–33–AD, which was published in the **Federal Register** on June 28, 2005 (70 FR 37059), is withdrawn.

Issued on February 4, 2021.

**Gaetano A. Sciortino,**

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2021–03655 Filed 2–24–21; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2013–0751; Directorate Identifier 2012–SW–051–AD]

RIN 2120–AA64

#### **Airworthiness Directives; AgustaWestland S.p.A. (Type Certificate Formerly Held by Agusta S.p.A) (Agusta) Helicopters**

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

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to supersede Airworthiness Directive (AD) 2011–18–52, which applies to certain Agusta Model AB139 and AW139 helicopters. AD 2011–18–52 requires establishing a revised life limit for each tail rotor blade (blade), updating the existing historical records for your helicopter, repetitively inspecting each blade for a crack, and replacing certain blades. The NPRM was prompted by the manufacturer developing an improved blade using different materials and establishing life limits for those newly-designed blades. The NPRM proposed to require expanding the applicability to include the newly-designed blades and establish their life limits, and proposed to retain the requirement to inspect each blade for a crack and, if there is a crack, replace each blade with an airworthy blade. Since issuance of the NPRM, the FAA has determined that the NPRM does not adequately address the

identified unsafe condition. Accordingly, the NPRM is withdrawn.

**DATES:** The FAA is withdrawing the proposed rule published September 5, 2013 (78 FR 54596), as of February 25, 2021.

#### **ADDRESSES:**

#### **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–2013–0751; 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 AD action, the European Aviation Safety Agency (now European Union Aviation Safety Agency (EASA) AD, any comments received, and other information. The street address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

#### **Discussion**

The FAA issued an NPRM to amend 14 CFR part 39 to supersede AD 2011–18–52, Amendment 39–17020 (77 FR 23109, April 18, 2012) (AD 2011–18–52). AD 2011–18–52 applies to Agusta Model AB139 and AW139 helicopters with a blade part number (P/N) 3G6410A00131 or P/N 4G6410A00131 installed. AD 2011–18–52 requires establishing a revised life limit for each blade, updating the existing historical records for your helicopter, repetitively inspecting each blade for a crack, and replacing certain blades. The NPRM published in the **Federal Register** on September 5, 2013 (78 FR 54596). The NPRM was prompted by the manufacturer first developing two new blades with an improved design and specified life limits and repetitive inspections for the blades. Also, EASA issued AD No. 2012–0030, dated February 17, 2012, which superseded EASA EAD No. 2011–0156–E, dated August 25, 2011, to add the new blades to the required actions. The manufacturer then developed two new blades with improved materials and specified new life limits and inspections for the blades. EASA then issued EASA

AD No. 2012–0076, dated May 2, 2012, revised by EASA AD No. 2012–0076R1, dated July 13, 2012 (EASA AD No. 2012–0076R1), to require the repetitive inspections and reduced life limits on the additional new blades.

#### **Actions Since the NPRM Was Issued**

After issuance of the NPRM, EASA issued EASA AD No. 2012–0076R2, dated February 20, 2014, which revises EASA AD No. 2012–0076R1, to remove the repetitive 25 flight-hour inspections for blades P/N 3G6410A00132, P/N 4G6410A00132, P/N 3G6410A00133, and P/N 4G6410A00133 and extend the life limits for T/R blades P/N 3G6410A00133 and P/N 4G6410A00133. Additionally, EASA advised that the life limits for T/R blades P/N 3G6410A00132 and P/N 4G6410A00132 have been incorporated in the Chapter 4 airworthiness limitations section of the maintenance manual. Further, since the FAA issued the NPRM, a significant amount of time has elapsed, which would require the FAA to reopen the comment period to allow the public an opportunity to comment on the proposed actions. Accordingly, the FAA has determined the NPRM does not adequately address the identified unsafe condition and has determined to withdraw the published NPRM and proceed with a separate rulemaking to address this unsafe condition.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

#### **Comments**

The FAA gave the public the opportunity to comment on the NPRM. The FAA received comments from one commenter.

One commenter requested the FAA adjust the life limit for certain part-numbered blades to be more consistent with aviation standard practices and gave the examples of “3 years since initial installation” and “5 years since manufacture.” Since the FAA is withdrawing the NPRM, the commenter’s request to adjust the compliance time is no longer necessary.

#### **FAA’s Conclusions**

Upon further consideration, the FAA has determined that the NPRM does not adequately address the identified unsafe condition and the unsafe condition will be addressed in a separate AD. Accordingly, the NPRM is withdrawn.

## Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule. This action therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### The Withdrawal

■ Accordingly, the notice of proposed rulemaking, Docket No. FAA–2013–0751, which was published in the **Federal Register** on September 5, 2013 (78 FR 54596), is withdrawn.

Issued on January 21, 2021.

**Lance T. Gant,**

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

[FR Doc. 2021–03661 Filed 2–24–21; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF JUSTICE

### Drug Enforcement Administration

#### 21 CFR Parts 1300 and 1301

[Docket No. DEA–437]

RIN 1117–AB47

#### Suspicious Orders of Controlled Substances

**AGENCY:** Drug Enforcement Administration, Department of Justice.

**ACTION:** Request for comment; reopening of comment period.

**SUMMARY:** On November 2, 2020, the Drug Enforcement Administration published in the **Federal Register** a notice of proposed rulemaking (NPRM) soliciting comments on the proposed revisions relating to the suspicious orders of controlled substances. The NPRM provided for a comment period ending on January 4, 2021, and the opportunity to comment ended accordingly. DEA has determined that a reopening of the comment period from February 25, 2021 until March 29, 2021 is appropriate as registrants who would be primarily affected by this rule are uniquely preoccupied with mitigating the global pandemic caused by COVID–19. Accordingly, this reopening will permit additional time to prepare and submit comments.

**DATES:** The comment period for the proposed revisions to the Notice of Proposed Rulemaking published on

November 2, 2020 (85 FR 69282), is reopened from February 25, 2021, until March 29, 2021.

**ADDRESSES:** You may submit comments by any of the methods identified in the proposed rule.

**FOR FURTHER INFORMATION CONTACT:** Scott A. Brinks, Diversion Control Division, Drug Enforcement Administration; Mailing Address: 8701 Morrisette Drive, Springfield, VA 22152, Telephone: (571) 362–3261.

**SUPPLEMENTARY INFORMATION:** On November 2, 2020, the Drug Enforcement Administration (DEA) published a notice of proposed rulemaking in the **Federal Register** proposing to revise its regulations relating to suspicious orders of controlled substances. Upon receipt of an order received under suspicious circumstances, registrants authorized to distribute controlled substances would select one of two options to resolve the issue. Additionally, these registrants would be required to submit all suspicious order reports to a DEA centralized database, and keep records pertaining to suspicious orders and Orders Received Under Suspicious Circumstances (ORUSC).

DEA received requests from some of the commenters requesting an extension of the comment period due to the COVID–19 global pandemic. One such commenter stated, among other things, that the ability of its members to analyze and respond to this proposed rulemaking is adversely affected by the large and imminent demand for COVID–19 vaccines. DEA understands that the distribution of the COVID–19 vaccine is vital to the continued efforts to combat this global pandemic. Accordingly, DEA has decided to reopen the comment period for an additional 30 days, and is reopening the comment period for the proposed rulemaking from February 25, 2021, until March 29, 2021.

**D. Christopher Evans,**

*Acting Administrator.*

[FR Doc. 2021–03361 Filed 2–24–21; 8:45 am]

**BILLING CODE 4410–09–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 117

[Docket No. USCG–2021–0012]

RIN 1625–AA09

#### Drawbridge Operation Regulation; Savannah River, Savannah, GA

**AGENCY:** Coast Guard, Department of Homeland Security (DHS).

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to modify the operating schedule that governs the Houlihan Bridge (US 17), across the Savannah River, mile 21.6, at Savannah, Georgia and the Seaboard System Railroad Bridge, across the Savannah River, mile 27.4, near Hardeeville, South Carolina. This proposed rule would increase the advance notification time for an opening at the bridges. The proposed rule would also update the name and geographic location of the bridges.

**DATES:** Comments and relate material must reach the Coast Guard on or before April 12, 2021.

**ADDRESSES:** You may submit comments identified by docket number USCG–2021–0012 using Federal e-Rulemaking 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 proposed rule, call or email LT Alexander McConnell, with Coast Guard Marine Safety Unit Savannah; telephone 912–652–4353, x240, email [Alexander.W.McConnell@uscg.mil](mailto:Alexander.W.McConnell@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### I. Table of Abbreviations

CFR	Code of Federal Regulations
DHS	Department of Homeland Security
FR	Federal Register
OMB	Office of Management and Budget
NPRM	Notice of proposed rulemaking (advance, supplemental)
§	Section
U.S.C.	United States Code
GDOT	Georgia Department of Transportation
SR	State Route
MHW	Mean High Water

##### II. Background, Purpose and Legal Basis

Georgia Department of Transportation (GDOT) requested the Coast Guard consider changing the advance