

Revision 53, dated March 15, 2021; Gulfstream G550 Aircraft Maintenance Manual, Revision 34, dated March 15, 2021; or Gulfstream G500–5000 Aircraft Maintenance Manual, Revision 34, dated March 15, 2021.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (i)(1) of this AD.

(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.

(i) Related Information

(1) For more information about this AD, contact Miral Patel, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5590; fax: (404) 474–5606; email: miral.patel@faa.gov.

(2) For service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., 500 Gulfstream Road, Savannah, GA 31402–2206; phone: (800) 810–4853; fax: (912) 965–3520; email: pubs@gulfstream.com; website: <https://www.gulfstream.com/en/customer-support/>. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued on September 13, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–20033 Filed 9–16–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2017–0461; **Airspace Docket No. 17–AEA–5**]

RIN 2120–AA66

Proposed Amendment of VOR Federal Airways V–16, V–31, V–93, V–157, V–213, and V–229 in the Vicinity of Patuxent River, MD

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of proposed rulemaking (NPRM); withdrawal.

SUMMARY: The FAA is withdrawing the NPRM published in the **Federal Register** on July 12, 2017, proposing to amend VHF Omnidirectional Range (VOR) Federal airways V–16, V–31, V–93, V–157, V–213, and V–229 near Patuxent River, MD, due to the planned decommissioning of the Patuxent VOR/Tactical Air Navigation (VORTAC) (PXT), Patuxent River, MD, in support of the FAA’s VOR Minimum Operational Network (MON) program. Subsequent to the NPRM, the PXT VORTAC decommissioning has been delayed until a to-be-determined date. The FAA decided that additional planning is necessary to ensure a more efficient implementation and integration with other ongoing VOR MON program activities, and determined that withdrawal of the proposed rule is warranted.

DATES: Effective September 17, 2021, the proposed rule published July 12, 2017 (82 FR 32149), is withdrawn.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

History

The FAA published a notice of proposed rulemaking in the **Federal Register** for Docket No. FAA–2017–0461 (82 FR 32149; July 12, 2017), amending VOR Federal airways V–16, V–31, V–93, V–157, V–213, and V–229 due to the planned decommissioning of the Patuxent VORTAC which provides navigation guidance for portions of the affected airways. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received. The commenter recommended that for VOR NAVAIDs that are to be decommissioned, and for those airways that are correspondingly removed, the FAA should create an Area Navigation (RNAV) waypoint at the previous NAVAID location, and convert all fixes and intersections along that route to RNAV waypoints.

FAA’s Conclusions

The FAA has reviewed the Patuxent VORTAC decommissioning project and determined that additional planning meetings are warranted to ensure a more efficient implementation and integration with other ongoing program activities; therefore, the NPRM is withdrawn.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal

■ Accordingly, pursuant to the authority delegated to me, the NPRM published in the **Federal Register** on July 12, 2017 (82 FR 32149), FR Doc. 2017–14524, is hereby withdrawn.

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.

Issued in Washington, DC, on September 13, 2021.

George Gonzalez,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2021–20010 Filed 9–16–21; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 154

[Docket No. RM21–18–000]

Petition for Rulemaking: American Gas Association, American Public Gas Association, American Forest & Paper Association, Industrial Energy Consumers of America, Process Gas Consumers Group, Natural Gas Supply Association

AGENCY: Federal Energy Regulatory Commission, DOE.

ACTION: Petition for rulemaking.

SUMMARY: Take notice that, on June 24, 2021, American Gas Association, American Public Gas Association, American Forest & Paper Association, Industrial Energy Consumers of America, Process Gas Consumers Group, and Natural Gas Supply Association (collectively, Petitioners), pursuant to Rule 207(a)(4) of the Federal Energy Regulatory Commission’s (Commission) Rules of Practice and Procedure, filed a petition requesting that the Commission revise its regulations and/or filing procedures for natural gas pipelines regarding the filing of information in native file format. Specifically, Petitioners request that the Commission institute a rulemaking to revise its regulations for electronic filings of tariffs and related materials, or alternatively, issue an order revising and updating the FERC *Implementation Guide for Electronic Tariff Filings* (2016), to require the submission of all supporting statements, schedules, and workpapers in native format (e.g., Excel)

with all cells, links, and formulas intact when a natural gas pipeline files for a change in rates or charges.

DATES: Comments due 5:00 p.m. Eastern time on September 29, 2021.

ADDRESSES: The Commission strongly encourages electronic filings of comments in lieu of paper using the “eFile” link at <http://www.ferc.gov>. In lieu of electronic filing, you may submit a paper copy. Submissions sent via the U.S. Postal Service must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 888 First Street NE, Room 1A, Washington, DC 20426. Submissions sent via any other carrier must be addressed to: Kimberly D. Bose, Secretary, Federal Energy Regulatory Commission, 12225 Wilkins Avenue, Rockville, Maryland 20852.

FOR FURTHER INFORMATION CONTACT: Jeffrey Sherman, Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-8633, Jeffrey.Sherman@ferc.gov.

SUPPLEMENTARY INFORMATION: Any person desiring to intervene or to protest this filing must file in accordance with Rules 211 and 214 of the Commission’s Rules of Practice and Procedure (18 CFR 385.211, 385.214). Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a notice of intervention or motion to intervene, as appropriate. Such notices, motions, or protests must be filed on or before the comment date. Anyone filing a motion to intervene or protest must serve a copy of that document on Petitioners. In addition to publishing the full text of this document in the **Federal Register**, the Commission provides all interested persons an opportunity to view and/or print the contents of this document via the internet through the Commission’s Home Page (<https://www.ferc.gov>) using the “eLibrary” link. Enter the docket number excluding the last three digits in the docket number field to access the document. At this time, the Commission has suspended access to Commission’s Public Reference Room, due to the proclamation declaring a National Emergency concerning the Novel Coronavirus Disease (COVID-19), issued by the President on March 13, 2020. For assistance, contact FERC at FERCOnlineSupport@ferc.gov or call toll-free, (886) 208-3676 or TTY, (202) 502-8659.

Issued: September 8, 2021.

Debbie-Anne A. Reese,

Deputy Secretary.

[FR Doc. 2021-19771 Filed 9-16-21; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2021-0661]

RIN 1625-AA11

Regulated Navigation Area; Offshore, Cape Canaveral, Florida

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to replace the existing safety zone in Captain of the Port Zone Jacksonville, Offshore Cape Canaveral, Florida with a regulated navigation area (RNA). The existing safety zone is composed of four large regulated areas and was established in 2009 with the intent of protecting vessels from risks posed from rockets launching from facilities on Cape Canaveral. Changes in the type and size of launch vehicles, rocket component recovery methods, and the increased frequency of launches pose variable risks to marine traffic and require a more flexible regulatory tool. The proposed RNA would encompass all waters within typical rocket flight trajectories originating from launch complexes on and around Cape Canaveral, FL and out to 12 nautical miles. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before October 18, 2021.

ADDRESSES: You may submit comments identified by docket number USCG-2021-0661 using the Federal Decision Making Portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email Mr. A. Eugene Stratton, Seventh District, Waterways Management Branch (DPW), U.S. Coast Guard; telephone 305-415-6750, email a.eugene.stratton@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

The Coast Guard is proposing to replace the existing safety zone in 33 CFR 165.775 titled “Safety Zone; Captain of the Port Zone Jacksonville; Offshore Cape Canaveral, Florida” with a regulated navigation area (RNA). The existing safety zone is composed of four large regulated areas and was established in 2009 with the intent of protecting marine traffic from the hazards associated with the launching of space vehicles, to expedite notification to the public, and to reduce the administrative workload of the Coast Guard. Changes in the type and size of launch vehicles, rocket component recovery methods, and the increased frequency of launches pose variable risks to marine traffic and require a more flexible regulatory tool. The proposed RNA would encompass all waters within typical rocket flight trajectories originating from launch complexes on and around Cape Canaveral, FL and out to 12 nautical miles. We invite your comments on this proposed rulemaking.

The Coast Guard proposes this rulemaking under authority in 46 U.S.C. 70034, 70051; 33 CFR 1.05-1, 6.04-1, 6.04-6, and 160.5, and Department of Homeland Security Delegation No. 00170.1, Revision No. 01.2.

III. Discussion of Proposed Rule

The Seventh Coast Guard District Commander is proposing to replace the existing Offshore Cape Canaveral Safety Zone in 33 CFR 165.775, with a RNA. Prior to the safety zone that was established in 2009, the Captain of the Port (COTP) Jacksonville issued temporary federal regulations for each rocket launch from Cape Canaveral Air Force Station, now called Cape Canaveral Space Force Station. At the time, 12-15 launches a year was typical. The four “zones” were based on historical and projected launch azimuth data and designed in collaboration with the U.S. Air Force, 45th Space Wing Range Operations and Safety Departments and U.S. Coast Guard Space Transportation Systems program office in Port Canaveral, FL.

Contemporary flight analyses models and risk assessments are more advanced and require a far smaller hazard area for typical launches than the four “zones”