

determined that notice and public procedures are unnecessary.

List of Subjects in 14 CFR Part 39

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

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 [Corrected]

■ 2. The FAA corrects § 39.13 by correcting the airworthiness directive published at (86 FR 50451) (October 14, 2021) to read:

2021-17-14 Gulfstream Aerospace LP:
Amendment 39-21697; Docket No. FAA-2021-0459; Project Identifier MCAI-2021-00129-T.

(a) Effective Date

This airworthiness directive (AD) is effective October 14, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace LP Model Gulfstream G280 airplanes, certificated in any category, as identified in The Civil Aviation Authority of Israel (CAAI) AD ISR-I-57-2020-06-01, dated January 27, 2021 (CAAI AD ISR-I-57-2020-06-01).

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a report that during full-scale fatigue testing, a crack was found in the area of the attachment of the wing rib 0 to the front spar. The FAA is issuing this AD to address any cracking at the area of the wing rib 0 to the front spar, which could affect the structural integrity of the wing.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, CAAI AD ISR-I-57-2020-06-01.

(h) Exception to CAAI AD ISR-I-57-2020-06-01

Where CAAI AD ISR-I-57-2020-06-01 requires compliance “not later than 5,000 flight cycles,” this AD requires compliance before the accumulation of 5,000 total flight cycles since the date of issuance of the original Israeli airworthiness certificate or the date of issuance of the original Israeli export certificate of airworthiness.

(i) No Reporting Requirement

Although the service information referenced in CAAI AD ISR-I-57-2020-06-01 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Large Aircraft Section, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov*. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or CAAI; or CAAI's authorized Designee. If approved by the CAAI Designee, the approval must include the Designee's authorized signature.

(k) Related Information

For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226; email *Tom.Rodriguez@faa.gov*.

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 14, 2021 (86 FR 50451, September 9, 2021).

(i) Civil Aviation Authority of Israel (CAAI) AD ISR-I-57-2020-06-01, dated January 27, 2021.

(ii) [Reserved]

(4) For CAAI AD ISR-I-57-2020-06-01, contact CAAI, P.O. Box 1101, Golan Street, Airport City, 70100, Israel; telephone 972-3-9774665; fax 972-3-9774592; email *aip@mot.gov.il*. You may find this CAAI AD on the CAAI website at <https://www.caa.gov.il>.

(5) 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.

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email *fr.inspection@nara.gov*, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on September 16, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-20404 Filed 9-21-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2021-0515; Project Identifier AD-2021-00191-E; Amendment 39-21739; AD 2021-20-01]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Pratt & Whitney PW1500G and PW1900G series turbofan engines with a certain high-pressure turbine (HPT) 1st-stage hub or HPT rotor 1st-stage blade retaining plate installed. This AD was prompted by a report from the manufacturer who determined that the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate fail to meet the published life-cycle limits for each part. This AD requires removal and replacement of the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate prior to reaching certain cycle limits. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 27, 2021.

ADDRESSES: For service information identified in this final rule, contact Pratt & Whitney, 400 Main Street, East Hartford, CT 06118; phone: (800) 565-

0140; fax: (860) 565-5442; email: help24@prattwhitney.com; website: <https://fleetcare.prattwhitney.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. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0515.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0515; 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 final rule, any comments received, and other information. The 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: Mark Taylor, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7229; fax: (781) 238-7199; email: Mark.Taylor@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Pratt & Whitney PW1500G and PW1900G series turbofan engines with a certain HPT 1st-stage hub or HPT rotor 1st-stage blade retaining plate installed. The NPRM published in the

Federal Register on June 29, 2021 (86 FR 34166). The NPRM was prompted by a report from the manufacturer who determined that the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate fail to meet the published life-cycle limits for each part. In the NPRM, the FAA proposed to require removal and replacement of the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate prior to reaching certain cycle limits. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were Delta Air Lines, Inc. (DAL) and the Air Line Pilots Association, International (ALPA). The following presents the comments received on the NPRM and the FAA’s response to each comment.

Request To Correct Required Actions

DAL requested that the FAA change paragraph (g)(1)(ii) of this AD from removing the affected part and replacing with a part eligible for installation “at the next engine shop visit after accumulating 4,700 CSN. . .” to “at the next engine shop visit after accumulating 4,960 CSN. . .” to mirror the 4,960 CSN listed earlier in the paragraph. DAL suggested that “4,700 CSN” is a typographical error.

The FAA disagrees that “4,700 CSN” is a typographical error. It is the cyclic value at which point certain HPT parts are to be removed from service. In contrast, “4,960 CSN on the effective date of this AD” is a calculated point at which HPT-part removal requirements transition from the requirements of

paragraph (g)(1)(ii) of this AD to the requirements of paragraph (g)(1)(iii) of this AD. “4,960 CSN” and “4,700 CSN” are different in their function and how they are calculated. The FAA did not change this AD.

Support for the AD

ALPA expressed support for the NPRM as written.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. This AD is adopted as proposed in the NPRM.

Related Service Information

The FAA reviewed Pratt & Whitney Service Bulletin (SB) PW1000G-A-72-00-0115-00B-930A-D, Issue No. 001, dated April 26, 2021, and Pratt & Whitney SB PW1000G-A-72-00-0168-00A-930A-D, Issue No. 001, dated April 26, 2021. These SBs describe procedures for removing and replacing the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate.

Costs of Compliance

The FAA estimates that this AD affects 88 engines installed on airplanes of U.S. registry. The FAA estimates that in most cases the affected HPT 1st-stage hub and the affected HPT 1st-stage blade retaining plate will both be replaced during the same disassembly of the engine. This cost estimate therefore reflects the cost of replacing both parts during the same engine disassembly.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate (pro-rated part cost).	300 work-hours × \$85 per hour = \$25,500	\$86,252	\$111,752	\$9,834,176

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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,
(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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:

2021–20–01 Pratt & Whitney: Amendment 39–21739; Docket No. FAA–2021–0515; Project Identifier AD–2021–00191–E.

(a) Effective Date

This airworthiness directive (AD) is effective October 27, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney PW1519G, PW1521G, PW1521G–3, PW1521GA, PW1524G, PW1524G–3, PW1525G, PW1525G–3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G–A model turbofan engines with a high-pressure turbine (HPT) 1st-stage hub, part number (P/N) 30G5701, or an HPT rotor 1st-stage blade retaining plate, P/N 30G1692, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a report from the manufacturer who determined that the HPT 1st-stage hub and HPT rotor 1st-stage blade retaining plate fail to meet the published life-cycle limits for each part. The FAA is issuing this AD to prevent failure of the HPT 1st-stage hub or HPT rotor 1st-stage blade retaining plate. The unsafe condition, if not addressed, could result in the release

of the HPT 1st-stage hub or HPT rotor 1st-stage blade retaining plate, damage to the engine, and damage to the aircraft.

(f) Compliance

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

(g) Required Actions

(1) For PW1519G, PW1521G, PW1521G–3, PW1521GA, PW1524G, and PW1524G–3 model turbofan engines:

(i) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with 3,000 cycles since new (CSN) or fewer on the effective date of this AD, before the affected part exceeds 4,700 CSN, remove the affected part, as applicable, and replace with a part eligible for installation.

(ii) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with greater than 3,000 CSN but fewer than 4,960 CSN on the effective date of the AD, at the next engine shop visit after accumulating 4,700 CSN or before the affected part exceeds 5,260 CSN, whichever occurs first, remove the affected part, as applicable, and replace with a part eligible for installation.

(iii) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with 4,960 CSN or greater on the effective date of the AD, at the next engine shop visit or within 300 cycles after the effective date of this AD, whichever occurs first, remove the affected part, as applicable, and replace with a part eligible for installation.

(2) For PW1919G and PW1921G model turbofan engines:

(i) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with 3,000 CSN or fewer on the effective date of this AD, before the affected part exceeds 4,700 CSN, remove the affected part, as applicable, and replace with a part eligible for installation.

(ii) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with greater than 3,000 CSN but fewer than 4,700 CSN on the effective date of the AD, at the next engine shop visit after the affected part accumulates 4,700 CSN or before the affected part exceeds 5,000 CSN, whichever occurs first, remove the affected part, as applicable, and replace with a part eligible for installation.

(iii) For an affected HPT 1st-stage hub and an affected HPT rotor 1st-stage blade retaining plate with 4,700 CSN or greater on the effective date of the AD, at the next engine shop visit or within 300 cycles after the effective date of this AD, whichever occurs first, remove the affected part, as applicable, and replace with a part eligible for installation.

(3) For PW1525G and PW1525G–3 model turbofan engines:

(i) Before the affected HPT 1st-stage hub and affected HPT rotor 1st-stage blade retaining plate exceeds 2,800 CSN, respectively, or within 300 cycles after the effective date of this AD, whichever occurs later, remove the affected part, as applicable,

and replace with a part eligible for installation.

(ii) [Reserved]

(4) For PW1922G, PW1923G, and PW1923G–A model turbofan engines:

(i) Before the affected HPT 1st-stage hub and affected HPT rotor 1st-stage blade retaining plate exceeds 3,000 CSN, respectively, or within 300 cycles after the effective date of this AD, whichever occurs later, remove the affected part, as applicable, and replace with a part eligible for installation.

(ii) [Reserved]

(h) Definitions

(1) For the purpose of this AD, an “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine case flanges, except for the following, which do not constitute an engine shop visit:

(i) Separation of engine flanges solely for the purposes of transportation without subsequent maintenance does not constitute an engine shop visit.

(ii) Separation of engine flanges solely for the purpose of replacing the fan without subsequent maintenance does not constitute an engine shop visit.

(2) For the purpose of this AD, a “part eligible for installation” is:

(i) For PW1519G, PW1521G, PW1521G–3, PW1521GA, PW1524G, PW1524G–3, PW1919G, and PW1921G model turbofan engines:

(A) Any HPT 1st-stage hub with P/N 30G5701 with 4,700 CSN or fewer, or with a P/N not listed in this AD.

(B) Any HPT rotor 1st-stage blade retaining plate with P/N 30G1692 with 4,700 CSN or fewer, or with a P/N not listed in this AD.

(ii) For PW1525G and PW1525G–3 model turbofan engines:

(A) Any HPT 1st-stage hub with P/N 30G5701 with 2,800 CSN or fewer, or with a P/N not listed in this AD.

(B) Any HPT rotor 1st-stage blade retaining plate with P/N 30G1692 with 2,800 CSN or fewer, or with a P/N not listed in this AD.

(iii) For PW1922G, PW1923G, and PW1923G–A model turbofan engines:

(A) Any HPT 1st-stage hub with P/N 30G5701 with 3,000 CSN or fewer, or with a P/N not listed in this AD.

(B) Any HPT rotor 1st-stage blade retaining plate with P/N 30G1692 with 3,000 CSN or fewer, or with a P/N not listed in this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 (j) of this AD. You may email your request to: ANE-AD-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.

(j) Related Information

For more information about this AD, contact Mark Taylor, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7229; fax: (781) 238-7199; email: Mark.Taylor@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on September 14, 2021.

Lance T. Gant,

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

[FR Doc. 2021-20365 Filed 9-21-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0518; Airspace
Docket No. 21-ASW-12]

RIN 2120-AA66

Amendment of Class E Airspace; Oklahoma City, OK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace at Sundance Airport, Oklahoma City, OK. This action is the result of an airspace review due to the decommissioning of the Sundance Localizer (LOC).

DATES: Effective 0901 UTC, December 2, 2021. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: fr.inspection@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 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 amends the Class E airspace extending upward from 700 feet above the surface at Sundance Airport, Oklahoma City, OK, to support instrument flight rule operations at these airports.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 34168; June 29, 2021) for Docket No. FAA-2021-0518 to amend the Class E airspace at Sundance Airport, Oklahoma City, OK. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to 14 CFR part 71 amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile (decreased from a 6.8-mile) radius of Sundance Airport, Oklahoma City, OK.

This action is the result of an airspace review caused by the decommissioning of the Sundance LOC which provided guidance to instrument procedures at this airport.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows: