

(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:

#### 2021–26–02 Gulfstream Aerospace

**Corporation:** Amendment 39–21860; Docket No. FAA–2021–0216; Project Identifier 2018–CE–061–AD.

#### (a) Effective Date

This airworthiness directive (AD) is effective January 14, 2022.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model GV and GV–SP airplanes, all serial numbers, certificated in any category.

**Note 1 to paragraph (c):** Model GV–SP airplanes are also referred to by the marketing designations G500, G550, and G500–5000.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 3200, Landing Gear System.

#### (e) Unsafe Condition

This AD was prompted by the omission of a life limit in the airworthiness limitations section (ALS) for a certain main landing gear (MLG) trunnion pin. The FAA is issuing this AD to prevent a MLG trunnion pin from remaining in service beyond its fatigue life. This unsafe condition, if not addressed, could result in MLG failure and could lead to a runway excursion.

#### (f) Compliance

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

#### (g) Revise the ALS

Within 12 months after the effective date of this AD, revise the existing ALS of the instructions for continued airworthiness or aircraft inspection program for your airplane by establishing a life limit of 20,000 flight cycles for each MLG trunnion pin part number 1159SCL566–15.

**Note 2 to paragraph (g):** Table 5 in Section 05–10–10 of the following aircraft maintenance manuals contains the life limit in paragraph (g) of this AD: Gulfstream GV Aircraft Maintenance Manual, 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](mailto: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](mailto: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 (817) 222–5110.

#### (j) Material Incorporated by Reference

None.

Issued on December 6, 2021.

#### Lance T. Gant,

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

[FR Doc. 2021–26786 Filed 12–9–21; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2021–0740; Airspace Docket No. 21–ASW–15]

RIN 2120–AA66

### Amendment of Class E Airspace and Establishment of Class E; Greenville and Terrell, TX

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace at Greenville, TX, and establishes Class E airspace at Terrell, TX. This action is the result of airspace reviews due to the decommissioning of the Caddo Mills non-directional beacon (NDB). The geographic coordinates of Caddo Mills Municipal Airport, Caddo Mill, TX, are also being updated to coincide with the FAA’s aeronautical database.

**DATES:** Effective 0901 UTC, March 24, 2022. 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/](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. FAA Order JO 7400.11F 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](mailto: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 Caddo Mills Municipal Airport, Caddo Mills, TX, contained within the Greenville, TX, airspace legal description, and establishes Class E airspace extending upward from 700 feet above the surface at Terrell Municipal Airport, Terrell, TX, to support instrument flight rule operations at these airports.

#### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 50862; September 13, 2021) for Docket No. FAA-2021-0740 to amend the Class E airspace at Greenville, TX, and establish Class E airspace at Terrell, TX. 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 FAA Order JO 7400.11.

#### 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 6.4-mile (decreased from a 6.5-mile) radius of Caddo Mills Municipal Airport, Caddo Mills, TX, contained within the Greenville, TX, airspace legal description; removes the Caddo Mills

RBN and associated extension from the Greenville, TX, airspace legal description; removes Terrell Municipal Airport and the associate airspace from the Greenville, TX, airspace legal description as the airspace no longer adjoins and separate airspace is being established for Terrell, TX; removes the city associated with Majors Airport, Greenville, TX, to comply with updates to FAA Order 7400.2N, Procedures for Handling Airspace Matters; updates the geographic coordinates of the Caddo Mills Municipal Airport to coincide with the FAA's aeronautical database; and removes the exclusionary language as it is no longer required;

And establishes Class E airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Terrell Municipal Airport, Terrell, TX.

These actions are the result of airspace reviews caused by the decommissioning of the Caddo Mills NDB which provided guidance to instrument procedures at these airports.

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:

#### 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 JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

#### ASW TX E5 Greenville, TX [Amended]

Majors Airport, TX  
(Lat. 33°04'04" N, long. 96°03'55" W)  
Caddo Mills Municipal Airport, TX  
(Lat. 33°02'10" N, long. 96°14'35" W)

That airspace extending upward from 700 feet above the surface within a 7.8-mile radius of Majors Airport; and within a 6.4-mile radius of the Caddo Mills Municipal Airport.

\* \* \* \* \*

#### ASW TX E5 Terrell, TX [Established]

Terrell Municipal Airport, TX  
(Lat. 32°42'31" N, long. 96°16'02" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Terrell Municipal Airport.

Issued in Fort Worth, Texas, on December 6, 2021.

**Steven T. Phillips,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2021-26649 Filed 12-9-21; 8:45 am]

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