

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2021–05–51 Pratt & Whitney Division:

Amendment 39–21470; Docket No. FAA–2021–0136; Project Identifier AD–2021–00188–E.

(a) Effective Date

This airworthiness directive (AD) is effective without actual notice on March 24, 2021. Emergency AD 2021–05–51, issued on February 23, 2021, which contained the requirements of this amendment, was effective with actual notice.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090–3 model turbofan engines, with a 1st-stage low-pressure compressor (LPC) blade, with part number 52A241, 55A801, 55A801–001, 55A901, 55A901–001, 56A201, 56A201–001, or 56A221, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an in-flight failure of a 1st-stage LPC blade on a PW4077 model turbofan engine resulting in an engine fire during flight. The FAA is issuing this AD to prevent failure of the 1st-stage LPC blades. The unsafe condition, if not addressed, could result in 1st-stage LPC blade release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Before further flight, perform a thermal acoustic image (TAI) inspection of the 1st-stage LPC blades for cracks using a method approved by the FAA.

Note 1 to paragraph (g)(1): Vendors that have an FAA-approved TAI inspection are listed in the Vendor Services Section of Pratt & Whitney Alert Service Bulletin PW4G–112–A72–268, Revision No. 7, dated September 6, 2018.

(2) If any 1st-stage LPC blade fails the inspection required by paragraph (g)(1) of this AD, remove the blade from service and replace with a part eligible for installation before further flight.

(h) Definition

For the purpose of this AD, a “part eligible for installation” is a 1st-stage LPC blade that

passed the inspection required by paragraph (g)(1) of 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 Related Information. 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 Carol Nguyen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7655; fax: (781) 238–7199; email: carol.nguyen@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on March 3, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021–04747 Filed 3–8–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2020–0871; **Airspace**
Docket No. 20–AGL–32]

RIN 2120–AA66

**Amendment of Class D and Class E
Airspace and Revocation of Class E
Airspace; Muskegon, MI**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects the final rule published in the **Federal Register** on January 21, 2021, amending the Class D and Class E airspace and revoking the Class E airspace designated as an extension to Class D and Class E surface areas at Muskegon County Airport, Muskegon, MI. The word “Airport” was

inadvertently omitted from the Class E surface area airspace legal description for Muskegon County Airport.

DATES: Effective date 0901 UTC, April 22, 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 7400.11 and publication of conforming amendments.

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:**History**

The FAA published a final rule in the **Federal Register** (86 FR 6243; January 21, 2021) for FR Doc. 2021–01019 amending the Class D and Class E airspace and revoking the Class E airspace designated as an extension to Class D and Class E surface areas at Muskegon County Airport, Muskegon, MI. Subsequent to publication, the FAA identified that word “Airport” was inadvertently omitted from the Class E surface area airspace legal description for Muskegon County Airport. This action corrects that error.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11E dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be subsequently published in the Order.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, Amendment of Class D and Class E Airspace and Revocation of Class E Airspace; Muskegon, MI, published in the **Federal Register** of January 21, 2021 (86 FR 6243), FR Doc. 2021–01019, is corrected as follows:

§ 71.1 [Amended]

■ On page 6244, column 2, line 22, amend to read, “. . . County Airport. This . . .”

Issued in Fort Worth, Texas, on March 1, 2021.

Martin A. Skinner,

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

[FR Doc. 2021–04474 Filed 3–8–21; 8:45 am]

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