

(a) Effective Date

This airworthiness directive (AD) is effective August 26, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PZL Swidnik S.A. Model PZL W-3A helicopters, certificated in any category, with fairing part number (P/N) 30.23.015.00.03 installed on vibration absorber P/N 30.23.000.00.04 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(e) Unsafe Condition

This AD defines the unsafe condition as improper torque of a bolt securing the fairing to the vibration absorber due to lack of information regarding torque value for the nut. This condition could result in detachment of the fairing, causing damage to the main and tail rotor, and subsequent reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 300 hours time in service after the effective date of this AD:

(1) Remove from service each bolt P/N 3003A-6-16-3, washer P/N 3402A-1, and castellated nut P/N 3336A-6 that secure the fairing to the vibration absorber.

(2) Visually inspect the bonding between the fairing and the vibration absorber for anodic coating. If there is any anodic coating, before further flight,

(i) Polish the surface of the fairing and vibration absorber in all areas where washers make contact to remove all anodic coating.

(ii) Using 180-220 grit abrasive paper, burnish the surface to improve bonding.

(iii) Wash the surface with extraction naphtha, or equivalent cleaning solution.

(3) Insert a new bolt P/N 3003A-6-16-3 and a new washer P/N 3402A-1 into each hole connecting the fairing to the vibration absorber.

(4) At the vibration absorber star side, install a new washer P/N 3402A-1, and a new castellated nut P/N 3336A-6 onto each bolt. Torque each castellated nut to 5.4 ± 1.0 Nm (0.55 ± 0.10 kGm) and lock each castellated nut with a cotter pin. If the specified torque range cannot be accomplished, remove the washer, bolt, and nut from service, replace these parts with airworthy parts, and reapply torque.

(5) As of the effective date of this AD, do not install vibration absorber P/N 30.23.000.00.04 with a fairing P/N 30.23.015.00.03 on any helicopter unless they are inspected as required by paragraph (g)(2) of this AD and installed as required by paragraphs (g)(3) and (4) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (i)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-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.

(i) Related Information

(1) For more information about this AD, contact Kristi Bradley, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(2) WYTWORNIA SPRZĘTU KOMUNIKACYJNEGO "PZL-Swidnik" Spółka Akcyjna Alert Service Bulletin No. ASB-37-19-307, dated January 27, 2020, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact WSK "PZL-Swidnik" S.A., Al. Lotników Polskich 1, 21-045 Swidnik, Poland; telephone (+48) 81722 5716; fax (+48) 81722 5625; email: PL-CustomerSupport.AW@leonardocompany.com; or at <https://www.pzlswidnik.pl/en/home>.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2020-0038, dated February 27, 2020. You may view EASA AD 2020-0038 at <https://www.regulations.gov> in Docket No. FAA-2021-0652.

(j) Incorporation by Reference

None.

Issued on July 30, 2021.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-17025 Filed 8-10-21; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2021-0275; Airspace Docket No. 20-AAL-39]

RIN 2120-AA66

Modification of Class E Airspace; Gulkana, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace, designated as a surface area at Gulkana Airport, Gulkana, AK. This action also modifies the Class E airspace extending upward from 700 feet above the surface. The NPRM for this action proposed a modification to the Class E airspace extending upward from 1,200 feet above the surface, however, the proposed change has been removed from the Final Rule. Additionally, this action removes the Gulkana VORTAC and the Glenallen NDB from the Class E2 text header and airspace description. Further, this action removes the Gulkana VOR/DME from the Class E5 text header and airspace description. Lastly, this action implements administrative updates to the Class E2 and E5 text headers and the Class E2 airspace description. The airspace is designed to support instrument flight rules (IFR) operations at the airport.

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 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, 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 7400.11E at NARA, email fr.inspection@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT:

Matthew Van Der Wal, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street Des Moines, WA 98198; telephone (206) 231-3695.

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 modifies the Class E airspace at Gulkana Airport, Gulkana, AK, to ensure the safety and management of IFR operations at the airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 22366; April 28, 2021) for Docket No. FAA–2021–0275 to modify the Class E airspace at Gulkana Airport, Gulkana, AK. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

After the publication of the NRPM, the FAA identified a change to the RNAV (GPS) RWY 15 approach, affecting the Class E airspace extending upward from 1,200 feet above the surface. As a result, the FAA is removing the proposed change to this Class E airspace area from the Final Rule. The airspace will remain within a 76-mile radius of Gulkana Airport.

Class E2 and Class E5 airspace designations are published in paragraphs 6002 and 6005, respectively, 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 designation 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E 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 modifies the Class E airspace, designated as a surface area, at Gulkana Airport, Gulkana, AK. The areas extending north and south of the 4-mile radius are removed, the areas are no longer required to contain IFR aircraft descending below 1,000 feet above the surface. This action also removes the following verbiage from this airspace area “to and including 4,100 feet MSL”. The ceiling of this airspace area is now

aligned to the floor of the overlying controlled airspace, which begins at 700 feet above the surface.

This action also modifies the Class E airspace extending upward from 700 feet above the surface. This airspace is designed to contain IFR departures to 1,200 feet above the surface and IFR arrivals descending below 1,500 feet above the surface. To properly contain IFR aircraft arriving and departing from the airport, the circular radius of the airspace is reduced from 6.5 miles to 5 miles. The area extending south of the 5-mile radius is enlarged to contain aircraft holding for the RNAV (GPS) RWY 33R approach. The area extending north of the 5-mile radius is also modified slightly; this modification accounts for using the airport as the sole reference for the airspace’s description.

Additionally, this action removes the Gulkana VORTAC and the Glenallen NDB from the Class E2 text header and airspace description. This action also removes the Gulkana VOR/DME from the Class E5 text header and airspace description. The navigational aids (NAVAID) are not needed to define the airspace and removal of the NAVAIDs simplifies the airspaces’ descriptions.

Lastly, the action implements administrative updates to the airspaces’ text headers and airspace descriptions. On the second line of the Class E5 text header, the redundant use of Gulkana has been removed. On the third line of the Class E2 and E5 text headers, the geographic coordinates are updated to “lat. 62°09’16” N, long. 145°27’19” W”. In the last sentence of the Class E2 airspace description, the term “Airport/Facility Directory” is updated to “Chart Supplement.”

FAA Order 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when

promulgated, would 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 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

List 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 14 CFR 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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 6002 Class E Airspace Areas Designated as Surface Areas.

* * * * *

AAL AK E2 Gulkana, AK [Amended]

Gulkana Airport, AK

(Lat. 62°09’16” N, long. 145°27’19” W)

That airspace extending upward from the surface within a 4-mile radius of the airport. This Class E airspace area is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

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AAL AK E5 Gulkana, AK [Amended]

Gulkana Airport, AK

(Lat. 62°09’16” N, long. 145°27’19” W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the airport, and within 5 miles each side of the 169° bearing from the airport, extending from the 5-mile radius to 24 miles south of the airport, and within 4 miles each side of the 351° bearing from the airport, extending from the 5-mile radius to 12.5 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 67-mile radius of the airport.

Issued in Des Moines, Washington, on August 2, 2021.

B.G. Chew,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2021–16831 Filed 8–10–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG–2021–0550]

RIN 1625–AA08

Special Local Regulation; Ohio River, Owensboro, KY

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary special local regulation on the Ohio River mile 754.0–760.0 in Owensboro, KY on August 12–15, 2021. This special local regulation is needed to protect personnel, vessels, and the marine environment from potential hazards created during the Owensboro Air Show. Entry into this zone is prohibited unless specifically authorized by the Captain of the Port Sector Ohio Valley (COTP).

DATES: This rule is effective from 10:30 a.m. 6:30 p.m. on August 12, 2021 through August 15, 2021.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2021–0550 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email MST3 Christopher Matthews, U.S. Coast Guard; telephone 502–779–5334, email Christopher.S.Matthews@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 Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impractical. This special local regulation must be established by August 12, 2021, and we lack sufficient time to provide a reasonable comment period and then consider those comments before issuing this rule. The NPRM process would delay the establishment of the special local regulation until after the scheduled date of the air show and compromise public safety.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable because immediate action is needed to ensure the safety of the participants and spectators in the Owensboro Air Show on August 12, 2021 through August 15, 2021.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231). The Captain of the Port Sector Ohio Valley (COTP) has determined that potential hazards associated with the Owensboro Air Show, will be a safety concern for anyone within the area. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the special local regulated area for the duration of the marine event.

IV. Discussion of the Rule

This rule establishes a temporary special local regulation from 10:30 a.m. through 6:30 p.m. on August 12, 2021 through August 15, 2021. The special

local regulation will cover all navigable waters of the Ohio River, extending the entire width, from mile marker 754.0 to mile marker 760.0. The duration of the zone is intended to protect personnel, vessels, and the marine environment in these navigable waters while the Owensboro Air Show is taking place. No vessel or person will be permitted to enter the special local regulation without obtaining permission from the COTP or a designated representative.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders, and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This rule has not been designated a “significant regulatory action,” under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the size, location, duration, and time-of-day of the special local regulation. This special local regulation restricts transit on the Ohio River between mile marker 754.0 and mile marker 760.0. This area will have limited access for a period of eight hours on August 12, 2021 through August 15, 2021. Moreover, the Coast Guard would issue Broadcast Notices to Mariners (BNMs), Local Notices to Mariners (LNMs), and Marine Safety Information Bulletins (MSIBs), as appropriate, about this special local regulation so that waterway users may plan accordingly for this short restriction on transit, and the rule would allow vessels to request permission to enter the zone.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C.