

Federal Government and Indian tribes. Rural Development has assessed the impact of this rule on Indian tribes and determined that this rule does not, to our knowledge, have tribal implications that require tribal consultation under E.O. 13175. If a tribe would like to engage in consultation with Rural Development on this rule, please contact Rural Development's Native American Coordinator at (720) 544-2911 or ALAN@usda.gov.

Civil Rights Impact Analysis

Rural Development has reviewed this rule in accordance with USDA Regulation 4300-4, Civil Rights Impact Analysis, "to identify any major civil rights impacts the rule might have on program participants on the basis of age, race, color, national origin, sex or disability." After review and analysis of the rule and available data, it has been determined that implementation of the rule is not likely to adversely or disproportionately impact very low, low and moderate income populations, minority populations, women, Indian tribes or persons with disability by virtue of their race, color, national origin, sex, age, disability, or marital or familial status. No major civil rights impact is likely to result from this rule.

Information Collection and Recordkeeping Requirements

This final rule contains no new reporting or recordkeeping burdens under OMB control number 0572-0138 that would require approval under the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35).

Non-Discrimination Statement

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, familial/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotope, American Sign Language, etc.) should contact the

responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at <https://www.usda.gov/oascr/how-to-file-a-program-discrimination-complaint> and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992, submit your completed form or letter to USDA by: (1) *Mail*: U.S. Department of Agriculture, Director, Office of Adjudication, 1400 Independence Avenue SW, Washington, DC 20250-9410; (2) *Fax*: (202) 690-7442; or (3) *E-Mail*: OAC@usda.gov.

USDA is an equal opportunity provider, employer, and lender.

Background

Rural Development is a mission area within the USDA comprising the Rural Utilities Service, Rural Housing Service, and Rural Business/Cooperative Service. Rural Development's mission is to increase economic opportunity and improve the quality of life for all rural Americans. Rural Development meets its mission by providing loans, loan guarantees, grants, and technical assistance through more than 40 programs aimed at creating and improving housing, businesses, and infrastructure throughout rural America.

The Agriculture Improvement Act of 2018 (2018 Farm Bill) made mandatory changes to several programs administered by the Water and Environmental Programs of the Rural Utilities Service, including the Revolving Funds for Financing Water and Wastewater Projects (Revolving Fund Program).

The modification to this regulation will allow RUS to fully implement the change to the program required by the 2018 Farm Bill. This change will also allow for expanded assistance to rural communities to improve safe, reliable drinking water, and sanitary sewage treatment for households in rural areas.

The Revolving Fund Program (7 CFR part 1783) provides grants to enable qualified private, non-profit entities to capitalize revolving funds for the purpose of providing financing to eligible entities for pre-development costs associated with proposed water and wastewater projects or with existing water and wastewater systems, and

short-term costs incurred for replacement equipment, small-scale extension of services, or other small capital projects that are not part of the regular operations and maintenance activities of existing water and wastewater systems. The modification increases the amount allowed for total project costs from \$100,000 to \$200,000.

List of Subjects in 7 CFR Part 1783

Business and industry, Community development, Community facilities, Grant programs-housing and community development, Reporting and recordkeeping requirements, Rural areas, Waste treatment and disposal, Water supply, Watersheds.

Accordingly, for reasons set forth in the preamble, 7 CFR part 1783 is amended as follows:

PART 1783—REVOLVING FUNDS FOR FINANCING WATER AND WASTEWATER PROJECTS (REVOLVING FUND PROGRAM)

■ 1. The authority citation for part 1783 continues to read as follows:

Authority: 7 U.S.C. 1926 (a)(2)(B).

Subpart C—Revolving Fund Program Loans

■ 2. Amend § 1783.15 by revising paragraph (a)(3) to read as follows:

§ 1783.15 What are the terms of RFP loans?

(a) * * *

(3) Shall not exceed the lesser of \$200,000 or 75 percent of the total cost of a project. The total outstanding balance for all loans under this program to any one entity shall not exceed \$200,000.

* * * * *

Christopher A. McLean,

Acting Administrator, Rural Utilities Service.

[FR Doc. 2021-05418 Filed 3-16-21; 8:45 am]

BILLING CODE 3410-15-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 27

[Docket No. FAA-2020-1011; Notice No. 27-051-SC]

Special Conditions: AgustaWestland Philadelphia Corporation, Leonardo S.p.A. Model A119 and AW119 MKII Helicopters; Pressure Refueling and Fueling Provisions

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions.

SUMMARY: These special conditions are issued for the Leonardo S.p.A. (Leonardo) Model A119 and AW119 MKII helicopters. These helicopters as modified by AgustaWestland Philadelphia Corporation (AWPC) will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for helicopters. This design feature is the optional closed circuit refueling receiver (CCRR). The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

DATES: Effective April 16, 2021.

FOR FURTHER INFORMATION CONTACT: Rao Edupuganti, Dynamic Systems Section, AIR-627, Policy and Innovation Division, Aircraft Certification Service, 10101 Hillwood Parkway, Fort Worth, Texas 76177; telephone (817) 222-4389.

SUPPLEMENTARY INFORMATION:

Background

On January 30, 2020, AWPC applied for a supplemental type certificate to install an optional CCRR in the Leonardo Model A119 and AW119 MKII helicopters. The general configuration and the principles of construction of these helicopters will not be changed by the modifications. These helicopters are 14 CFR part 27 normal category helicopters powered by turboshaft engines, with a 7-passenger maximum capacity and minimum crew of one pilot and a maximum weight of 5,997 lb (2,720 kg) and 6,283 lb (2,850 kg), respectively. The total useable fuel capacity of the Leonardo Model A119 and AW119 MKII helicopters is 157.0 U.S. gallons distributed within the fuel tanks. Both helicopter models are powered by one Pratt & Whitney Canada Inc. PT6B-37A turboshaft engine.

Part 27 does not contain requirements for pressure refueling for normal category helicopters. Title 14 CFR 29.979, amendment 29-12, provides these requirements for transport category helicopters. Accordingly, these special conditions are based on § 29.979 to provide requirements for the inclusion of the optional CCRR on the Leonardo Model A119 and AW119 MKII helicopters.

Type Certification Basis

Under the provisions of 14 CFR 21.101, AWPC must show that the

Leonardo Model A119 and AW119 MKII helicopters, as changed, continue to meet the applicable provisions of the regulations listed in Type Certificate No. H7EU or the applicable regulations in effect on the date of application for the change. The regulations adopted by reference in the type certificate are commonly referred to as the “original type certification basis.” The certification basis also includes certain special conditions, exemptions, or later amended sections of the applicable part that are not relevant to these special conditions.

The Administrator has determined that the applicable airworthiness regulations do not contain adequate or appropriate safety standards for the Leonardo Model A119 and AW119 MKII helicopters because of a novel or unusual design feature. Therefore, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

Novel or Unusual Design Feature

The Leonardo Model A119 and AW119 MKII helicopters will incorporate the following novel or unusual design feature: An optional CCRR system that allows for pressure refueling.

Discussion

AWPC proposed to install an optional CCRR system that includes provisions for pressure refueling during ground operations with the engine running and the rotors turning. The design proposed by AWPC allows for both closed-circuit pressure and normal gravity refueling and fueling. In this design, the ground crew will be able to perform closed-circuit pressure refueling by pulling the receiver into place using the provided lanyard tool after the fuel filler cap is opened. When gravity fueling is desired, a latch is depressed using the same lanyard tool. Depressing the latch causes the receiver to swing open to accommodate any nozzle up to three inches in diameter. The CCRR system is currently certified on the Leonardo Model AW139 transport category helicopter. Relative to the Model

AW139 installation, the Model A119 and AW119 MKII installations will be clocked 25 degrees counter-clockwise, and the receptacle flange will be offset approximately two inches outboard of the fuselage profile due to packaging constraints. The mechanical components and functional aspects of the Model A119 and AW119 MKII CCRR installations are unchanged from the previously certified AW139 installation.

The part 27 airworthiness regulations in the type certification basis do not contain appropriate safety standards for this design feature. However, part 29 regulations contain appropriate airworthiness standards; therefore, these special conditions are necessary. They are derived from 14 CFR 29.979, “Pressure refueling and fueling provisions below fuel level.”

Section 29.979, amendment 29-12, effective February 1, 1977, includes standards for pressure refueling and fueling provisions below fuel level on transport category helicopters. This regulation is intended to prevent hazards to ground crew, flight crew, and occupants by reducing the probability of exposure to hazardous quantities of fuel due to spillage. This regulation also ensures the pressure refueling/defueling system is designed to prevent overfilling the fuel tank and to withstand an ultimate load overpressure event without failure.

Section 29.979(a) requires that each fueling connection below the fuel level in each tank have means to prevent the escape of hazardous quantities of fuel from that tank in case of malfunction of the fuel entry valve. The only refueling connection on the Leonardo Model A119 and AW119 MKII helicopters is located above the fuel level of the single main upper, two main lower, and optional two auxiliary fuel tanks. As the proposed modification by AWPC does not move the existing refueling connection below the fuel line of any fuel tank, these special conditions do not include a requirement derived from 14 CFR 29.979(a).

Section 29.979(b) requires that systems intended for pressure refueling and fueling have a means in addition to the normal means for limiting the tank content to prevent damage to the tank in case of failure of the normal means.

Section 29.979(c) requires that the helicopter pressure fueling system (not fuel tanks and fuel tank vents) withstand an ultimate load that is 2.0 times the load arising from the maximum pressure, including surge, likely to occur during fueling. The maximum surge pressure must be established with any combination of

tank valves being either intentionally or inadvertently closed.

Section 29.979(d) requires that the helicopter defueling system (not including fuel tanks and fuel tank vents) withstand an ultimate load that is 2.0 times the load arising from the maximum permissible defueling pressure (positive or negative) at the helicopter's fueling connection. As the design proposed by AWPC does not include a defueling capability, these special conditions do not include a requirement derived from 14 CFR 29.979(d).

These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Discussion of Comments

The FAA issued Notice of Proposed Special Conditions No. 27–051–SC for the Leonardo Model A119 and AW119 MKII helicopters, which was published in the **Federal Register** on November 2, 2020 (85 FR 69265). No comments were received, and the special conditions are adopted as proposed.

Applicability

As discussed above, these special conditions are applicable to Leonardo Model A119 and AW119 MKII helicopters. Should AWPC apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. H7EU to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well.

Conclusion

This action affects only one novel or unusual design feature on the Leonardo Model A119 and AW119 MKII helicopters. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of this feature on these helicopters.

List of Subjects in 14 CFR Part 27

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40113, 44701, 44702, 44704.

The Special Conditions

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are

issued as part of the type certification basis for Leonardo S.p.A. Model A119 and AW119 MKII helicopters, as modified by AgustaWestland Philadelphia Corporation.

The pressure refueling system must be designed and installed as follows:

(a) For systems intended for pressure refueling, a means in addition to the normal means for limiting the tank content must be installed to prevent damage to the fuel tank in case of failure of the normal means.

(b) The helicopter pressure fueling system (not fuel tanks and fuel tank vents) must withstand an ultimate load that is 2.0 times the load arising from maximum pressure, including surge, that is likely to occur during fueling. The maximum surge pressure must be established with any combination of tank valves being either intentionally or inadvertently closed.

Issued in Fort Worth, Texas, on December 11, 2020.

Jorge Castillo,

Manager, Rotorcraft Standards Branch, AIR–680, Policy & Innovation Division, Aircraft Certification Service.

[FR Doc. 2021–05263 Filed 3–16–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2020–0914; Product Identifier 2020–NM–058–AD; Amendment 39–21463; AD 2021–05–20]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2018–16–02, which applied to all Airbus SAS Model A318–111 and –112 airplanes; Model A319–111, –112, –113, –114, and –115 airplanes; Model A320–211, –212, –214, and –216 airplanes; and Model A321–111, –112, –211, –212, and –213 airplanes. AD 2018–16–02 required modifying and re-identifying the 3-lug aft engine mount assemblies. This AD continues to require modifying and re-identifying the 3-lug aft engine mount assemblies, and also requires modifying and re-identifying the 4-lug aft engine mount assemblies; as specified in a European Union Aviation Safety Agency

(EASA) AD, which is incorporated by reference. This AD was prompted by a report of a production quality deficiency on the inner retainer installed on link assemblies of the aft engine mount, which could result in failure of the retainer. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 21, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 21, 2021.

ADDRESSES: For material incorporated by reference (IBR) in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADS@easa.europa.eu; internet: www.easa.europa.eu. You may find this IBR material on the EASA website at <https://ad.easa.europa.eu>. You may view this IBR material 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. It is also available in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0914.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–0914; 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: Sanjay Ralhan, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3223; email: sanjay.ralhan@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2020–0085, dated April 6, 2020 (EASA AD 2020–0085) (also referred to as the