

to be replaced based on evidence of corrosion craters, replacement of an affected slider assembly is required by this AD but contacting Leonardo S.p.a. is not required by this AD.

(6) The “Remarks” section of EASA AD 2018–0292 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018–0292 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k)(2) 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.

(k) Related Information

(1) For EASA AD 2018–0292, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110. This material may be found in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2021–0507.

(2) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228–7330; email andrea.jimenez@faa.gov.

Issued on June 16, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–13130 Filed 6–23–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2020–0089; Project Identifier 2019–NM–159–AD]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to adopt a new airworthiness directive (AD). That NPRM would have applied to certain The Boeing Company Model 737–700, –800, and –900ER series airplanes. The NPRM was prompted by a report of unshimmed gaps at a certain frame inner chord. The NPRM would have required a general visual inspection for repairs of a certain frame inner chord, a detailed inspection for unshimmed gaps of the frame inner chord, and applicable on-condition actions. Since issuance of the NPRM, the FAA determined that the proposed AD is inadequate to address the unsafe condition. The FAA intends to propose new rulemaking to incorporate changes to the proposed requirements and add airplanes that are also subject to the unsafe condition. Accordingly, the NPRM is withdrawn.

DATES: The FAA is withdrawing the proposed rule published on February 4, 2020 (85 FR 6107), as of June 24, 2021.

ADDRESSES:

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–2020–0089; 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 AD action, any comments received, and other information. The street 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: Greg Rutar, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3529; email: Greg.Rutar@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD that would apply to certain Boeing Model 737–700, –800, and –900ER series airplanes. The NPRM was published in the **Federal Register** on February 4, 2020 (85 FR 6107). The NPRM was prompted by a report of unshimmed gaps at a certain frame inner chord.

The NPRM proposed to require a general visual inspection for repairs of a certain frame inner chord, a detailed inspection for unshimmed gaps of the frame inner chord, and applicable on-condition actions. The proposed actions were intended to address gaps at a frame inner chord, which may initiate early cracking in fatigue critical baseline structure (FCBS) and result in the inability of a principal structural element (PSE) to sustain limit load and adversely affect the structural integrity of the airplane.

Actions Since the NPRM Was Issued

Since issuance of the NPRM, the FAA determined that the proposed actions are inadequate to address the unsafe condition. In addition to identifying missing shims, Boeing has found a wrong type of shims, shanked fasteners, fastener head gaps, and incorrect fastener hole sizes. The unsafe condition and location of the problem are the same as those described in the NPRM. The FAA has identified additional Model 737–700, –800, and –900ER airplanes as well as additional airplane models that are subject to the unsafe condition. The FAA has also determined that additional actions must be accomplished to address the unsafe condition on the affected airplanes. In light of these changes, the FAA intends to propose further rulemaking.

Withdrawal of the NPRM constitutes only such action. The withdrawal does not preclude the FAA from further rulemaking on this issue or commit the FAA to any course of action in the future.

Comments

The FAA received comments on the NPRM from four commenters, including Aviation Partners Boeing, Boeing, Delta Air Lines, and United Airlines. Although the FAA is withdrawing the NPRM because of new findings and not as a result of any of these comments, the following presents a brief discussion of the comments.

United Airlines concurred with the NPRM.

Aviation Partners Boeing and Delta Air Lines stated that the incorporation

of supplemental type certificate (STC) ST00830SE for installation of blended or split scimitar winglets does not affect compliance with the proposed actions, so a “change in product” alternative method of compliance (AMOC) would not be necessary. The FAA agrees with the commenters’ assertions, but because the FAA is withdrawing the NPRM, the request is no longer necessary.

Delta Air Lines noted that the service information recommended removing sealant squeeze-out that inhibits inserting the feeler gauge between the mating surfaces. The commenter was concerned that removing the sealant squeeze-out could damage the structure if a metallic tool is used. The FAA disagrees with the request; however, because the NPRM is being withdrawn, the commenter’s requested change is unnecessary.

Boeing requested several changes to the Discussion and Related Service Information Under 1 CFR part 51 sections and the description of the unsafe condition in the NPRM. The FAA disagrees with Boeing’s requested changes. However, because the NPRM is being withdrawn, the commenter’s requested changes are unnecessary.

FAA’s Conclusions

Upon further consideration, the FAA has determined that the NPRM does not adequately address the identified unsafe condition. Accordingly, the FAA is withdrawing the NPRM.

Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule. This action therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

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

The Withdrawal

■ Accordingly, the notice of proposed rulemaking (Docket No. FAA 2020–0089), which was published in the **Federal Register** on February 4, 2020 (85 FR 6107), is withdrawn.

Issued on June 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–13133 Filed 6–23–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2020–0658]

RIN 1625–AA09

Drawbridge Operation Regulation; Indian Creek, Miami Beach, FL

AGENCY: Coast Guard, DHS.

ACTION: Notice of reopening comment period.

SUMMARY: The Coast Guard is reopening the comment period to solicit additional comments concerning its Notice of Proposed Rulemaking to change the drawbridge regulation governing the 63rd Street Bridge, across Indian Creek, mile 4.0, at Miami Beach, Florida. The Coast Guard received a request from the City of Miami Beach, Florida to reopen the comment period. This request was made to allow the City of Miami Beach and members of the public to comment as they were unaware of the initial notice and comment period.

DATES: Comments and related material must reach the Coast Guard on or before July 26, 2021.

ADDRESSES: You may submit comments identified by docket number USCG–2020–0658 using Federal eRulemaking Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this notice, call or email Mr. Omar Beceiro, U.S. Coast Guard Sector Miami Waterways Management; telephone 305–535–4317, email Omar.Beceiro@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Background and Purpose

On April 12, 2021, we published a notice of proposed rulemaking (NPRM) entitled, “Drawbridge Operation Regulation; Indian Creek, Miami Beach, FL” in the **Federal Register** (86 FR 18927). The original comment period closed on May 27, 2021. The NPRM proposed the initial change to the regulation governing the 63rd Street Bridge across Indian Creek, mile 4.0, at Miami Beach, Florida and contains useful background and analysis related to the initial proposed change. The public is encouraged to review the NPRM.

The City of Miami Beach requested the Coast Guard consider reopening the

comment period as the proposed regulation change impacts their residents and they misunderstood the regulatory process. Reopening the comment period will allow the City of Miami Beach to provide notification of the action to their residents. This action allows for a broader range of waterway and roadway users the comment on the proposed rule.

This notice reopening the comment period ensures notice and opportunity to comment before making the proposed changes final.

This notice is issued under authority of 33 U.S.C. 1223 and 5 U.S.C. 552.

II. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at <https://www.regulations.gov>. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to <https://www.regulations.gov> and will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Documents mentioned in the NPRM as being available in this docket and all public comments, will be in our online docket at <https://www.regulations.gov> and can be viewed by following that website’s instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified of any posting or updates to the docket.

Dated: June 15, 2021.

Randall D. Overton,

Director, Bridge Administration, Seventh Coast Guard District.

[FR Doc. 2021–13405 Filed 6–23–21; 8:45 am]

BILLING CODE 9110–04–P