

prevent failure of the tail rotor blade and subsequent loss of control of the helicopter.

#### Actions Since the NPRM Was Issued

Since issuance of the NPRM, the design approval holder has reviewed its records and determined that the affected blade assemblies have been removed from service. Therefore, the FAA has determined that AD action is not required and the NPRM is withdrawn.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

#### Comments

The FAA gave the public the opportunity to comment on the NPRM. The FAA received comments from one commenter.

Erickson requested deletions, corrections, and additions to the NPRM. The FAA acknowledges the commenter's requests. However, because the FAA is withdrawing the NPRM, the commenter's request is no longer necessary.

#### FAA's Conclusions

Upon further consideration of the available information, the FAA has determined that the NPRM is unnecessary. Accordingly, the NPRM is withdrawn.

#### 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-2007-0373, Directorate Identifier 2006-SW-14-AD, which was published in the **Federal Register** on December 31, 2007 (72 FR 74210), is withdrawn.

Issued on March 8, 2021.

**Gaetano A. Sciortino,**

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

[FR Doc. 2021-05219 Filed 3-12-21; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2021-0145; Project Identifier MCAI-2020-01212-R]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Helicopters

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Helicopters Model EC130B4 and EC130T2 helicopters. This proposed AD was prompted by a report of cracks and geometrical non-conformities of the tail rotor blades (TRBs); all cracks initiated in the drain hole area at the blade root section. This proposed AD would require cleaning affected parts, visual and dye penetrant inspections for cracks of affected parts, a dimensional inspection to verify conformity of affected parts, and corrective actions if necessary, as specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by April 29, 2021.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to <https://www.regulations.gov>. Follow the instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For material that is proposed for incorporation 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](mailto:ADs@easa.europa.eu); internet: [www.easa.europa.eu](http://www.easa.europa.eu). You may find this material on the EASA website at <https://ad.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. It is also available in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0145.

#### 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-2021-0145; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 950 L'Enfant Plaza SW, Washington, DC 20024; phone: 202-267-9167; email: [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2021-0145; Project Identifier MCAI-2020-01212-R" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to <https://www.regulations.gov>, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this proposal.

##### Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated

as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 950 L'Enfant Plaza SW, Washington, DC 20024; phone: 202-267-9167; email: [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

#### Discussion

The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2020-0187, dated August 21, 2020 (EASA AD 2020-0187) (also referred to as the Mandatory Continuing Airworthiness Information, or the MCAI), to correct an unsafe condition for all Airbus Helicopters Model EC130B4 and EC130T2 helicopters.

This proposed AD was prompted by a report of cracks and geometrical non-conformities of the TRBs on an EC130B4 helicopter; all cracks initiated in the drain hole area at the blade root section. The same TRBs can be installed on EC130T2 helicopters. The FAA is proposing this AD to address geometrical non-conformities of the TRBs, which could lead to crack initiation and consequent blade failure, and possible loss of control of the helicopter. See the MCAI for additional background information.

#### Related Service Information Under 1 CFR Part 51

EASA AD 2020-0187 describes procedures for cleaning affected parts,

visual and dye penetrant inspections for cracks of affected parts (the cleaning and visual and dye penetrant inspections are one-time or repetitive, depending on the accumulated hours time in service on the TRB), a one-time dimensional inspection to verify conformity of affected parts, and corrective actions if necessary. Corrective actions include replacement of the affected part with a serviceable part, and additional repetitive cleaning and inspections until replacement of the affected part with a serviceable part. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

#### FAA's Determination and Requirements of This Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to the bilateral agreement with the State of Design Authority, the FAA has been notified of the unsafe condition described in the MCAI referenced above. The FAA is proposing this AD because the FAA evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

#### Proposed AD Requirements

This proposed AD would require accomplishing the actions specified in EASA AD 2020-0187, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

#### Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD

process, the FAA initially worked with Airbus and EASA to develop a process to use certain EASA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has since coordinated with other manufacturers and civil aviation authorities (CAAs) to use this process. As a result, EASA AD 2020-0187 will be incorporated by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2020-0187 in its entirety, through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in the EASA AD does not mean that operators need comply only with that section. For example, where the AD requirement refers to "all required actions and compliance times," compliance with this AD requirement is not limited to the section titled "Required Action(s) and Compliance Time(s)" in the EASA AD. Service information specified in EASA AD 2020-0187 that is required for compliance with EASA AD 2020-0187 will be available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0145 after the FAA final rule is published.

#### Interim Action

The FAA considers this proposed AD interim action. If final action is later identified, the FAA might consider further rulemaking then.

#### Costs of Compliance

The FAA estimates that this proposed AD affects 264 helicopters of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

#### ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
7 work-hours × \$85 per hour = \$595 .....	\$0	\$595	\$157,080

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on

the results of any required actions. The FAA has no way of determining the

number of helicopters that might need these on-condition actions:

## ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
4 work-hours × \$85 per hour = \$340 .....	\$4,641	\$4,981

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (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 Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

**Airbus Helicopters:** Docket No. FAA–2021–0145; Project Identifier MCAI–2020–01212–R.

**(a) Comments Due Date**

The FAA must receive comments by April 29, 2021.

**(b) Affected Airworthiness Directives (ADs)**

None.

**(c) Applicability**

This AD applies to all Airbus Helicopters Model EC130B4 and EC130T2 helicopters, certificated in any category, with a tail rotor blade (TRB), obtained by forging, part number 350A33–3002–02, 350A33–3002–03, 350A33–3002–04, or 350A33–3002–05 installed.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 6410, Tail rotor blades.

**(e) Reason**

This AD was prompted by a report of cracks and geometrical non-conformities of the TRBs; all cracks initiated in the drain hole area at the blade root section. The FAA is issuing this AD to address geometrical non-conformities of the TRBs, which could lead to crack initiation and consequent blade failure, and possible loss of control of the helicopter.

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020–0187, dated August 21, 2020 (EASA AD 2020–0187).

**(h) Exceptions to EASA AD 2020–0187**

- (1) Where EASA AD 2020–0187 refers to its effective date, this AD requires using the effective date of this AD.
- (2) The "Remarks" section of EASA AD 2020–0187 does not apply to this AD.
- (3) Although the service information referenced in EASA AD 2020–0187 specifies

to discard certain parts, this AD does not include that requirement.

(4) Although the service information referenced in EASA AD 2020–0187 specifies to return certain parts, this AD does not include that requirement.

(5) Where EASA AD 2020–0187 refers to flight hours (FH), this AD requires using hours time-in-service.

(6) Where the service information referenced in EASA AD 2020–0187 specifies to "contact customer support," this AD does not include that requirement.

(7) Where the service information referenced in EASA AD 2020–0187 specifies to measure using the Smartphone application, the PowerPoint method, or "Contacting customer support with a specific procedure," those methods of measurement are not required by this AD.

**(i) No Reporting Requirement**

Although the service information referenced in EASA AD 2020–0187 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**(j) Special Flight Permit**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided that the helicopter is operated under visual flight rules.

**(k) Alternative Methods of Compliance (AMOCs)**

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 International Validation Branch, send it to the attention of the person identified in paragraph (l)(2) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov). 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.

**(l) Related Information**

(1) For EASA AD 2020–0187, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); internet: [www.easa.europa.eu](http://www.easa.europa.eu). You may find this EASA AD on the EASA website at <https://ad.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 on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0145.

(2) For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 950 L'Enfant Plaza SW, Washington, DC 20024; phone: 202-267-9167; email: [hal.jensen@faa.gov](mailto:hal.jensen@faa.gov).

Issued on March 9, 2021.

**Lance T. Gant,**

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

[FR Doc. 2021-05252 Filed 3-12-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0720; Project Identifier 2010-SW-050-AD]

RIN 2120-AA64

#### **Airworthiness Directives; Sikorsky Aircraft Corporation (Sikorsky) Helicopters**

**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 would have applied to certain Sikorsky Model S-92A helicopters. The NPRM was prompted by a fatigue analysis conducted after a helicopter was found with a severed main gearbox (MGB) mounting foot pad (foot pad) that failed due to fatigue. The NPRM would have required revising the airworthiness limitations section of the existing Instructions for Continued Airworthiness (ICA) for your helicopter to reduce the life limit of the MGB housing and replacing any MGB housing that exceeds the life limit. Since issuance of the NPRM, the FAA has determined that the affected MGB housings are no longer in service. Accordingly, the NPRM is withdrawn.

**DATES:** The FAA is withdrawing the proposed rule published July 21, 2010 (75 FR 42340), as of March 15, 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-2010-

0720; 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:**

Michael Schwetz, Aerospace Engineer, Aviation Safety Section, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7761; email: [michael.schwetz@faa.gov](mailto:michael.schwetz@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

The FAA has issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD that would apply to the specified products. The NPRM was published in the **Federal Register** on July 21, 2010 (75 FR 42340). The NPRM was prompted by a fatigue analysis conducted after a helicopter was found with a severed foot pad that failed due to fatigue.

The NPRM proposed to require revising the existing airworthiness limitations section of the ICA for your helicopter to reduce the life limit of the MGB housing and replacing any MGB housing that exceeds the life limit. The proposed actions were intended to address failure of the foot pad, loss of the MGB, and subsequent loss of control of the helicopter.

#### **Actions Since the NPRM Was Issued**

Since issuance of the NPRM, the FAA has determined that the affected MGB housings are no longer in service and the identified unsafe condition no longer exists. Therefore, the FAA has determined that AD action is not appropriate.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

#### **Comments**

The FAA gave the public the opportunity to comment on the NPRM. The following presents the comments received on the NPRM and the FAA's response to each comment.

#### **Request To Clarify Certain Language in the NPRM**

Sikorsky Aircraft requested that the FAA clarify certain language in the NPRM.

The FAA acknowledges that, in the event of publication of a final rule, Sikorsky Aircraft's request would have been valuable in clarifying the language. However, this NPRM will not be published as a final rule. The FAA has determined that the affected MGB housings are no longer in service, and that the NPRM is no longer necessary.

#### **FAA's Conclusions**

Upon further consideration, the FAA has determined that the NPRM is unnecessary. Accordingly, the NPRM is withdrawn.

#### **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-2010-0720, which was published in the **Federal Register** on July 21, 2010 (75 FR 42340), is withdrawn.

Issued on January 25, 2021.

**Lance T. Gant,**

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

[FR Doc. 2021-05194 Filed 3-12-21; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2021-0086; Airspace Docket No. 21-AGL-4]

RIN 2120-AA66

#### **Proposed Revocation of V-271 and Amendment of V-285 in the Vicinity of Manistee, MI**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to revoke the Very High Frequency Omnidirectional Range (VOR) Federal airway V-271 and amend the VOR Federal airway V-285 in the vicinity of Manistee, MI. The airway amendments