

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by October 8, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all General Electric Company (GE) CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7, and CF34-10E7-B model turbofan engines with a stationary oil seal, part number (P/N) B1316-00453 or P/N B1316-01274, installed at the No.1 forward bearing, that has used high thermal stability (HTS) oil or high performance capability (HPC) oil for 56 or more flight hours (FHs) during the life of the stationary oil seal.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7261, Turbine Engine Oil System.

**(e) Unsafe Condition**

This AD was prompted by investigation by the manufacturer that revealed Teflon material in the A-sump oil strainer (strainer assembly) screen after several reports of in-flight shutdowns and unscheduled engine removals. The FAA is issuing this AD to prevent failure of the stationary oil seal at the No.1 forward bearing. The unsafe condition, if not addressed, could result in failure of the engine, in-flight shutdown, and loss of control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within the compliance time specified in paragraph (g)(1)(i) or (ii) of this AD, as applicable, perform an initial visual inspection of the strainer assembly screen for Teflon material. Guidance on performing the visual inspections of the strainer assembly screen can be found in the Accomplishment Instructions, paragraphs 3.A.(1)(d), of GE CF34-10E Service Bulletin (SB) 72-0365 R04, dated April 27, 2021.

(i) For an affected stationary oil seal having fewer than 2,250 flight hours (FHs) since new on the effective date of this AD, perform the initial inspection of the strainer assembly screen at the next engine shop visit after accumulating 2,250 FHs since new, but no later than 2,350 FHs since new.

(ii) For an affected stationary oil seal having 2,250 or more FHs since new on the effective date of this AD, perform the initial inspection of the strainer assembly screen within 100 FHs after the effective date of this AD.

(2) Thereafter, within the following compliance times, repeat the visual inspection of the strainer assembly screen required by paragraph (g)(1) of this AD:

(i) For an affected stationary oil seal having 2,250 to 7,000 FHs since new at the time of the last inspection, repeat the visual inspection every 750 FHs.

(ii) For an affected stationary oil seal having 7,001 to 10,000 FHs since new at the

time of the last inspection, repeat the visual inspection every 375 FHs.

(iii) For an affected stationary oil seal having more than 10,000 FHs since new at the time of the last inspection, repeat the visual inspection every 100 FHs.

(3) If, based on the inspections required by paragraph (g)(1) or (2) of this AD, Teflon material is found in the strainer assembly screen, before further flight, remove the stationary oil seal at the No. 1 forward bearing from service and replace it with a part eligible for installation.

(4) Before an affected stationary oil seal accumulates 10,000 FHs since new or within 500 FHs after the effective date of this AD, whichever occurs later, remove the stationary oil seal at the No. 1 forward bearing from service and replace it with a part eligible for installation.

**(h) Terminating Action**

Removal of the stationary oil seal, P/N B1316-00453 or P/N B1316-01274, installed at the No. 1 forward bearing, and replacement with a part eligible for installation, constitutes terminating action for the initial and repetitive inspections required by paragraphs (g)(1) and (2) of this AD.

**(i) Definition**

For the purpose of this AD, a “part eligible for installation” is a stationary oil seal that has a P/N other than P/N B1316-00453 or P/N B1316-01274.

**(j) Special Flight Permit**

Special flight permits, as described in 14 CFR 21.197 and 21.199, are subject to the requirements of paragraph (j)(1) of this AD.

(1) Operators who are prohibited from further flight due to Teflon material found in the strainer assembly screen may perform a non-revenue ferry flight, consisting of no more than five cycles, to a location where the engine can be removed from service if operators perform the actions in Appendix—A, paragraph 4.A., GE CF34-10E Service Bulletin (SB) 72-0365 R04, dated April 27, 2021 and the engine still meets the criteria in paragraph 4.A. for flying an additional five cycles. This ferry flight must be performed with only essential flight crew, without passengers, and involve non-ETOPS operations.

(2) [Reserved]

**(k) 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](mailto: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.

**(l) Related Information**

(1) For more information about this AD, contact Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7132; fax: (781) 238-7199; email: [Scott.M.Stevenson@faa.gov](mailto:Scott.M.Stevenson@faa.gov).

(2) For service information identified in this AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: [aviation.fleetsupport@ae.ge.com](mailto:aviation.fleetsupport@ae.ge.com); website: [www.ge.com](http://www.ge.com). You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

Issued on August 18, 2021.

**Ross Landes,**

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

[FR Doc. 2021-18148 Filed 8-23-21; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 139**

[Docket No.: FAA-2010-0997; Notice No. 16-04]

**RIN 2120-AJ38**

**Safety Management System for Certificated Airports**

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

**ACTION:** Supplemental notice of proposed rulemaking (SNPRM); reopening of comment period.

**SUMMARY:** This action reopens the comment period for the Safety Management System for Certificated Airports SNPRM published July 14, 2016. In the SNPRM, the FAA proposed to amend certain requirements included in the notice of proposed rulemaking published on October 7, 2010. Most notably, the FAA revised the proposed applicability of the rule so that a Safety Management System (SMS) is only required for a certificated airport classified as a small, medium, or large hub airport in the National Plan of Integrated Airport Systems; serving international air traffic; or having more than 100,000 total annual operations. The FAA also proposed changes that would extend the implementation period from 18 to 24 months; require submission of an implementation plan within 12 months instead of 6 months of the effective date of the final rule; modify the training requirements;

ensure consistency among various FAA SMS initiatives, and reduce the implementation burden.

**DATES:** The comment period for the SNPRM published on July 14, 2016 (81 FR 45872) closed on September 12, 2016, and is reopened until September 23, 2021.

**ADDRESSES:** You may send comments identified by docket number FAA–2010–0997 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- **Hand Delivery or Courier:** Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- **Fax:** Fax comments to Docket Operations at (202) 493–2251.

**Privacy:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL–14 FDMS), which you can review at <http://www.dot.gov/privacy>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Brent Hart, ARM–200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267–9677; email [brent.hart@faa.gov](mailto:brent.hart@faa.gov).

**SUPPLEMENTARY INFORMATION:** See the “Additional Information” section for information on how to comment on this proposal and how the FAA will handle comments received. The “Additional Information” section also contains related information about the docket, privacy, the handling of proprietary or confidential business information. In addition, there is information on

obtaining copies of related rulemaking documents.

### Background

On October 7, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) titled “Safety Management System for Certificated Airports” (75 FR 62008). The NPRM proposed to require all part 139 certificate holders to establish a Safety Management System (SMS) for the entire airfield environment, including movement and non-movement areas, to improve safety at airports hosting air carrier operations.

While reviewing the comments on the NPRM, the FAA reevaluated whether requiring an SMS at all part 139 certificated airports was appropriate. As part of the re-evaluation, the FAA assessed various combinations of criteria that could trigger the requirement to implement SMS and to maximize safety benefits in the least burdensome manner.

On July 14, 2016, the FAA published an SNPRM titled “Safety Management System for Certificated Airports” (81 FR 45872). The SNPRM revised the proposed triggers for implementing SMS and proposed the FAA’s preferred alternative, which is to require SMS at airports that (a) are large, medium, or small hubs; (b) serve international air traffic; or (c) have more than 100,000 total annual operations. The FAA also revised the proposed implementation schedule to extend the implementation period from 18 months to 24 months and require the submission of an Implementation Plan within 12 months (instead of 6 months) from the effective date of the rule. The SNPRM clarified the training requirements and revised certain definitions to ensure consistency—when deemed appropriate—among various FAA SMS initiatives.

The SNPRM comment period closed on September 12, 2016. The FAA received 38 comments on the SNPRM. Although most commenters were certificate holders, some were air carriers, consultants, academia, and individuals. Additionally, the following industry associations submitted comments: Airlines for America, Airports Council International-North America, American Association of Airport Executives, Helicopter Association International, and the National Business Aviation Association. The comments primarily addressed the following areas of the proposal:

- Applicability;
- Implementation;
- Non-movement area;
- Data protection;

- Safety reporting and interoperability;
- Training and orientation;
- Accountable executive;
- Definitions; and
- Miscellaneous topics.

### Reopening of Comment Period

As a result of the time that has passed since the close of the SNPRM comment period, the FAA has determined that it is appropriate to solicit comments on any new information or data that has come to light since the close of the comment period. Accordingly, the FAA is reopening the comment period for the SNPRM published at 81 FR 45872, for 30 days, until September 23, 2021 for the aforementioned limited purpose.

The most helpful comments provide only data and information that was not previously submitted to the rulemaking docket, reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one time.

### Additional Information

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 file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The agency may change this proposal in light of the comments it receives.

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 SNPRM 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 SNPRM, 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 SNPRM. Submissions containing CBI should be sent to James Schroeder, Airports Safety & Operations Division, AAS-300, Office of Airports, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591-0001; email [James.Schroeder@faa.gov](mailto:James.Schroeder@faa.gov). Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

#### Availability of Rulemaking Documents

An electronic copy of rulemaking documents may be obtained from the internet by—

1. Searching the Federal eRulemaking Portal at [www.regulations.gov](http://www.regulations.gov);
2. Visiting the FAA's Regulations and Policies web page at [www.faa.gov/regulations\\_policies](http://www.faa.gov/regulations_policies); or
3. Accessing the Government Publishing Office's web page at [www.GovInfo.gov](http://www.GovInfo.gov).

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9680. Commenters must identify the docket or notice number of this rulemaking.

All documents the FAA considered in developing this proposed rule, including economic analyses and technical reports, may be accessed from the internet through the Federal eRulemaking Portal referenced in item (1) above.

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC, on August 13, 2021.

**Timothy R. Adams,**  
*Acting Executive Director, Office of Rulemaking.*

[FR Doc. 2021-17847 Filed 8-23-21; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R09-OAR-2020-0341; FRL-8747-01-R9]

#### Air Plan Approval; California; South Coast Air Quality Management District

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve revisions to the South Coast Air Quality Management District (SCAQMD) portion of the California State Implementation Plan (SIP). These revisions concern emissions of volatile organic compounds (VOCs) from marine and pleasure craft coating operations. We are proposing to approve a local rule and a rule rescission to regulate these emission sources under the Clean Air Act (CAA or the Act). We are taking comments on this proposal and plan to follow with a final action.

**DATES:** Comments must be received on or before September 23, 2021.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R09-OAR-2020-0341 at <https://www.regulations.gov>. For comments submitted at [Regulations.gov](https://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](https://www.regulations.gov). The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not

consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>. If you need assistance in a language other than English or if you are a person with disabilities who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

#### FOR FURTHER INFORMATION CONTACT:

Arnold Lazarus, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105. By phone: (415) 972-3024 or by email at [Lazarus.Arnold@epa.gov](mailto:Lazarus.Arnold@epa.gov).

#### SUPPLEMENTARY INFORMATION:

Throughout this document, “we,” “us” and “our” refer to the EPA.

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#### I. The State's Submittal

##### A. What rules did the State submit?

Table 1 lists the rule revisions addressed by this proposal with the dates that they were adopted by the local air agency and submitted by the California Air Resources Board (CARB).

TABLE 1—SUBMITTED RULES

Local agency	Rule #	Rule title	Amended	Rescinded	Submitted
SCAQMD .....	1106	Marine and Pleasure Craft Coatings .....	5/3/2019	.....	2/19/2020
SCAQMD .....	1106.1	Pleasure Craft Coating Operations .....	.....	5/3/2019	2/19/2020

On August 19, 2020 the submittal for SCAQMD Rule 1106 and the rescission of Rule 1106.1 was deemed by operation of law to meet the completeness criteria in 40 CFR part 51 Appendix V, which must be met before formal EPA review.

##### B. Are there other versions of these rules?

We approved an earlier version of SCAQMD Rule 1106 into the SIP on July 14, 1995<sup>1</sup> and we approved SCAQMD

Rule 1106.1 into the SIP on August 31, 1999.<sup>2</sup> The SCAQMD adopted revisions to the SIP-approved versions of these rules on May 3, 2019 and CARB

<sup>1</sup> 60 FR 36227.

<sup>2</sup> 64 FR 47392.