(f) Compliance

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

(g) Required Actions

(1) For a gyroplane with a Rotor System I, all part numbers and serial numbers, installed:

(i) That has accumulated 700 or more total hours time-in-service (TIS) on the rotor system, before further flight after the effective date of this AD, remove the rotor system, which includes the rotor bearing, from service.

(ii) That has accumulated less than 700 total hours TIS on the rotor system, before accumulating 700 total hours TIS after the effective date of this AD, remove the rotor system, which includes the rotor bearing, from service.

(iii) Thereafter following paragraph (g)(1)(i) or (ii) of this AD, remove the rotor system, which includes the rotor bearing, from service before accumulating 700 total hours TIS.

(2) For a gyroplane with a Rotor System II, all part numbers and serial numbers, installed:

(i) That has accumulated 2,500 or more total hours TIS on the rotor system, before further flight after the effective date of this AD, remove the rotor system, which includes the rotor bearing, from service.

(ii) That has accumulated less than 2,500 total hours TIS on the rotor system, before accumulating 2,500 total hours TIS after the effective date of this AD, remove the rotor system, which includes the rotor bearing, from service.

(iii) Thereafter following paragraph (g)(2)(i) or (ii) of this AD, remove the rotor system, which includes the rotor bearing, from service before accumulating 2,500 total hours TIS.

(3) For a gyroplane with a Rotor System I or II, all part numbers and serial numbers, installed, accomplish the actions required by paragraph (g)(4) of this AD within 10 hours TIS or 3 months after the effective date of this AD, whichever occurs first.

(4) For each rotor blade, starting with the rotor blade bolt closest to the rotor hub, sequentially remove each bolt and lock nut, remove the rotor blade, and remove the inner end cap.

(i) Using a dry cloth, wipe clean the rotor blade upper and lower surfaces within 100 mm of the circumference of each bolt hole.

(A) Dye penetrant inspect, or use a flashlight and 10X or higher power magnifying glass, to inspect the cleaned rotor blade upper and lower surfaces within 100 mm of the circumference of each bolt hole for a crack, split, dent, and fretting corrosion. If there is a crack, split, dent, or fretting corrosion at any point within 100 mm over the full circumference (360°) of a bolt hole, before further flight, remove the rotor system, which includes the rotor bearing, from service and install airworthy parts.

(B) Using a flashlight and 10X or higher power magnifying glass, inspect each plane on the cleaned upper and lower surfaces for bending within 100 mm of the circumference of the bolt hole. If there is any bending in any plane within 100 mm over the full circumference (360°) of a bolt hole, before further flight, remove the rotor system, which includes the rotor bearing, from service and install airworthy parts.

(ii) Dye penetrant inspect, or use a flashlight and 10X or higher power magnifying glass to inspect the rotor blade upper and lower inside surfaces at the rotor blade extrusion end (where the inner end cap was removed) for a crack, paying particular attention for a longitudinal crack adjacent to the bolted area. If there is a crack, before further flight, remove the rotor system, which includes the rotor bearing, from service and install airworthy parts.

Note 1 to paragraph (g)(4)(ii): Page 5 of RotorSport UK Ltd Service Information Letter SIL–028, Issue 1, dated June 17, 2019, includes a photo of a longitudinal blade root crack.

(iii) Using a flashlight and 10X or higher power magnifying glass, inspect each bolt hole in the rotor blade upper and lower surfaces for any burrs and fretting corrosion. If there is a burr or fretting corrosion, before further flight, remove the rotor system, which includes the rotor bearing, from service and install airworthy parts.

(iv) Using a dry cloth, wipe clean and dye penetrant inspect, or use a flashlight and 10X or higher power magnifying glass to inspect each bolt hole in the rotor blade upper and lower surfaces for a crack. If there is a crack, before further flight, remove the rotor system, which includes the rotor bearing, from service and install airworthy parts.

(5) Thereafter following paragraph (g)(3) of this AD, repeat the actions required by paragraph (g)(4) of this AD at intervals not to exceed the compliance time specified in paragraphs (g)(5)(i) through (iii) of this AD, as applicable to your rotor system.

(i) For a gyroplane with a Rotor System I, all part numbers and serial numbers, installed, at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.

(ii) For a gyroplane with a Rotor System II, all part numbers and serial numbers, installed, that has accumulated more than 1,500 total hours TIS on the rotor system, at intervals not to exceed 100 hours TIS or 24 months, whichever occurs first.

(iii) For a gyroplane with a Rotor System II, all part numbers and serial numbers, installed, that has accumulated 1,500 or less total hours TIS on the rotor system, at intervals not to exceed 500 hours TIS or 24 months, whichever occurs first.

(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 Chirayu Gupta, Aerospace Engineer, Mechanical Systems & Administrative Services Section, New York ACO Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228–7300; email *9-avs-nyaco-cos@faa.gov.*

(2) RotorSport UK Ltd Service Information Letter SIL–028, Issue 1, dated June 17, 2019, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Gerry Speich; Poplar Farm, Wentnor, Bishops Castle, South Shropshire, United Kingdom, SY9 5EJ; telephone +44–1588–505060; or at *http://www.auto-gyro.co.uk/.* You may view this referenced service information 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.

(3) The subject of this AD is addressed in United Kingdom (UK) Civil Aviation Authority (CAA) Mandatory Permit Directive (MPD) 2022–002, dated January 24, 2022. You may view the UK CAA MPD at *https://www.regulations.gov* in Docket No. FAA–2022–0685.

(j) Material Incorporated by Reference

None.

Issued on June 13, 2022.

Christina Underwood,

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

[FR Doc. 2022–13362 Filed 6–16–22; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0465; Airspace Docket No. 20–ANM–59]

RIN 2120–AA66

Modification of Class E Airspace; Rifle Garfield County Airport, CO

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

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace extending upward from 700 feet above the surface at Rifle Garfield County Airport, Rifle, CO, and supports modifications to the RNAV (GPS) Y RWY 8 approach at the airport. This action will ensure the safety and management of instrument flight rules (IFR) operations at the airport.

DATES: Effective 0901 UTC, September 8, 2022. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA JO Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order JO 7400.11F, 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.

FOR FURTHER INFORMATION CONTACT: Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2245.

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 (U.S.C.). 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 would modify Class E airspace at Rifle Garfield County Airport, CO, to support IFR operations at the airport.

History

The FAA published a notice of proposed rulemaking (NPRM) in the **Federal Register** (87 FR 2372; January 14, 2022) for Docket No. FAA–2021–0465 to modify the Class E airspace extending upward from 700 feet above the surface at Rifle Garfield County Airport, CO. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received in favor of the proposal.

The Class E5 airspace designation is published in paragraph 6005 of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in FAA Order JO 7400.11.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending 14 CFR part 71 by modifying the Class E airspace extending upward from 700 feet above the surface at Rifle Garfield County Airport, CO.

This airspace is modified, adding an extension 4.8 miles wide, extending from the airport's 11-mile radius to 11.9 miles west of the airport, to appropriately contain the RNAV (GPS) Y RWY 8 approach into Rifle Garfield County Airport, CO.

FAA Order JO 7400.11is published yearly and becomes 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 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 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 JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

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

* * * * *

ANM CO E5 Rifle, CO [Amended]

Rifle Garfield County Airport, Rifle, CO
(Lat. 39°31′36″ N, long. 107°43′41″ W)

That airspace extending upward from 700 feet above the surface within a 5.5-mile radius of the airport from the 336° bearing from the airport clockwise to the 065° bearing from the airport, and within an 11-mile radius of the airport from the 065° bearing from the airport clockwise to the 336° bearing from the airport, and within 2.4 miles each side of the 257° bearing from the airport, extending from the 11-mile radius to 11.9 miles west of the airport.

B.G. Chew,

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

[FR Doc. 2022–13198 Filed 6–21–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2022–0364]

RIN 1625–AA00

Safety Zone; Beaver Island Fireworks, Saint James Harbor, Lake Michigan, MI

AGENCY: Coast Guard, DHS.