

## Regulatory Findings

The FAA determined that this AD would not have federalism implications under Executive Order 13132. This 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 regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

## List of Subjects in 14 CFR Part 39

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

## The Amendment

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

**2021–13–21 Leonardo S.p.a.:** Amendment 39–21627; Docket No. FAA–2021–0512; Project Identifier MCAI–2020–01621–R.

#### (a) Effective Date

This airworthiness directive (AD) becomes effective July 12, 2021.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Leonardo S.p.a. Model AB139, AW139, and AW189 helicopters, certificated in any category, equipped with a main rotor swashplate boot, having part number (P/N) 3G6230V00251.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 6230 Main Rotor Mast/Swashplate.

#### (e) Unsafe Condition

This AD was prompted by a report of the in-flight failure of one of the three stainless steel external rings bonded to the main rotor swashplate boot. The FAA is issuing this AD to address corrosion, cracking, and damage to the adhesive (*e.g.*, disbonding) of any stainless steel external ring bonded to the main rotor swashplate boot, which could result in release of a ring from the main rotor

swashplate boot, resulting in damage to, and reduced 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 2020–0271, dated December 8, 2020 (EASA AD 2020–0271).

#### (h) Exceptions to EASA AD 2020–0271

(1) Where EASA AD 2020–0271 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020–0271 does not apply to this AD.

(3) Where EASA AD 2020–0271 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraphs (3) and (6) of EASA AD 2020–0271 refer to “any discrepancy” or “discrepancies,” for this AD, discrepancies include corrosion (including superficial oxidation) and cracking.

(5) Where paragraph (4) of EASA AD 2020–0271 refers to “any discrepancy,” for this AD, discrepancies include corrosion (including superficial oxidation), cracking, and damage to the adhesive (*e.g.*, disbonding).

(6) Paragraph (6) of EASA AD 2020–0271 specifies to report inspection results to Leonardo S.p.a. within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(6)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

#### (i) 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 (j) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto: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.

#### (j) Related Information

For more information about this AD, contact Darren Gassetto, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590;

telephone (516) 228–7323; email [Darren.Gassetto@faa.gov](mailto:Darren.Gassetto@faa.gov).

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020–0271, dated December 8, 2020.

(ii) [Reserved]

(3) For EASA AD 2020–0271, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +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>.

(4) You may view this 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. 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–2021–0512.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov), or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on June 18, 2021.

**Lance T. Gant,**

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

[FR Doc. 2021–13668 Filed 6–23–21; 11:15 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31373; Amdt. No. 3959]

### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPS) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or

because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 25, 2021. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 25, 2021.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops-M30. 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC, 20590-0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Information Services, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

#### Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:** Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29, Room 104, Oklahoma City, OK 73169. Telephone (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends 14 CFR part 97 by establishing,

amending, suspending, or removes SIAPs, Takeoff Minimums and/or ODPs. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, 8260-15B, when required by an entry on 8260-15A, and 8260-15C.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers or aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the typed of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPs, Takeoff Minimums and/or ODPs as identified in the amendatory language for part 97 of this final rule.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flights safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

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. 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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Lists of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC, on May 28, 2021.

#### Wade E.K. Terrell,

*Aviation Safety, Flight Standards Service, Manager (A), Flight Technologies and Procedures Division.*

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure Procedures effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

*Effective 15 July 2021*

Orlando, FL, KMCO, ILS OR LOC RWY 17L, ILS RWY 17L (SA CAT I), ILS RWY 17L (CAT II), ILS RWY 17L (CAT III), Amdt 4A  
Orlando, FL, KMCO, RNAV (GPS) RWY 17L, Amdt 2A

*Effective 12 August 2021*

Koyuk, AK, PAKK, RNAV (GPS) RWY 1, Amdt 1A  
Pago Pago, AS, Pago Pago Intl, ILS OR LOC RWY 5, Amdt 15  
Pago Pago, AS, Pago Pago Intl, NDB–C, Amdt 6C, CANCELLED  
Pago Pago, AS, Pago Pago Intl, VOR–D, Amdt 6B, CANCELLED  
Pago Pago, AS, Pago Pago Intl, VOR OR TACAN–A, Amdt 4B, CANCELLED  
Pago Pago, AS, Pago Pago Intl, VOR OR TACAN–B, Amdt 6B  
Mesa, AZ, KFFZ, RNAV (GPS) RWY 4L, Amdt 1D  
Mesa, AZ, KFFZ, RNAV (GPS) RWY 4R, Amdt 1F  
Mesa, AZ, KFFZ, RNAV (GPS)–B, Amdt 1  
Cloverdale, CA, O60, RNAV (GPS) RWY 32, Amdt 1  
Napa, CA, KAPC, RNAV (GPS) RWY 6, Amdt 2  
Novato, CA, KDVO, RNAV (GPS) RWY 13, Amdt 1  
Windsor Locks, CT, KBDL, ILS OR LOC RWY 24, ILS RWY 24 (SA CAT I), ILS RWY 24 (SA CAT II), Amdt 13A  
Windsor Locks, CT, KBDL, ILS OR LOC RWY 33, Amdt 10D  
Windsor Locks, CT, KBDL, RNAV (GPS) RWY 15, Amdt 4A  
Windsor Locks, CT, KBDL, RNAV (GPS) RWY 33, Amdt 3A  
Windsor Locks, CT, KBDL, RNAV (GPS) Y RWY 6, Amdt 3A  
Windsor Locks, CT, KBDL, RNAV (GPS) Y RWY 24, Amdt 4B  
Windsor Locks, CT, Bradley Intl, Takeoff Minimums and Obstacle DP, Amdt 5  
Fort Lauderdale, FL, KFLI, ILS OR LOC RWY 28R, Amdt 12  
Fort Lauderdale, FL, KFLI, RNAV (GPS) Y RWY 28R, Amdt 5  
Fort Lauderdale, FL, KFLI, RNAV (RNP) Z RWY 28R, Amdt 2  
Orlando, FL, KISM, VOR/DME–A, Amdt 1, CANCELLED  
Atlanta, GA, KATL, ILS OR LOC RWY 27R, Amdt 7  
Atlanta, GA, KATL, ILS PRM RWY 27R (CLOSE PARALLEL), Amdt 3  
Mc Rae, GA, KMQW, NDB RWY 21, Amdt 10A, CANCELLED  
Thomaston, GA, Thomaston-Upson County, Takeoff Minimums and Obstacle DP, Amdt 2A  
Dubuque, IA, KDBQ, LOC/DME BC RWY 13, Amdt 5D, CANCELLED  
Pocahontas, IA, KPOH, NDB RWY 12, Amdt 5D, CANCELLED  
Winterset, IA, 3Y3, RNAV (GPS) RWY 14, Amdt 1A  
Winterset, IA, 3Y3, RNAV (GPS) RWY 32, Amdt 1B

Monmouth, IL, C66, RNAV (GPS)–A, Orig  
Monmouth, IL, C66, VOR OR GPS–A, Amdt 4, CANCELLED  
Savanna, IL, Tri-Township, Takeoff Minimums and Obstacle DP, Orig-A  
Huntingburg, IN, KHNH, RNAV (GPS) RWY 9, Amdt 1  
Huntingburg, IN, KHNH, RNAV (GPS) RWY 27, Amdt 1  
Huntingburg, IN, Huntingburg, Takeoff Minimums and Obstacle DP, Amdt 2  
Logansport, IN, Logansport/Cass County, Takeoff Minimums and Obstacle DP, Amdt 2  
Norton, KS, KNRN, RNAV (GPS) RWY 34, Amdt 2  
Monroe, LA, Monroe Rgnl, ILS OR LOC RWY 22, Amdt 4C  
Monroe, LA, Monroe Rgnl, RNAV (GPS) RWY 22, Amdt 2  
Monroe, LA, KMLU, RNAV (GPS) RWY 32, Amdt 1  
Monroe, LA, Monroe Rgnl, Takeoff Minimums and Obstacle DP, Amdt 6  
Monroe, LA, Monroe Rgnl, VOR RWY 22, Amdt 1A  
Monroe, LA, KMLU, VOR RWY 32, Amdt 5  
Shreveport, LA, KSHV, ILS OR LOC RWY 14, ILS RWY 14 (CAT II), Amdt 26B  
Shreveport, LA, KSHV, ILS OR LOC RWY 32, Amdt 6B  
Shreveport, LA, KSHV, RNAV (GPS) RWY 14, Amdt 2C  
Shreveport, LA, KSHV, RNAV (GPS) RWY 24, Amdt 2C  
Shreveport, LA, KSHV, RNAV (GPS) RWY 32, Amdt 2B  
Orange, MA, KORE, VOR–A, Amdt 8  
Menominee, MI, KMNH, RNAV (GPS) RWY 32, Amdt 1D  
Mountain View, MO, KMNF, RNAV (GPS) RWY 28, Orig-D  
Rolla/Vichy, MO, KVIH, RNAV (GPS) RWY 4, Orig-B  
Washington, MO, KFYG, RNAV (GPS) RWY 33, Amdt 2A  
Burlington, NC, KBUY, ILS Z OR LOC Z RWY 6, Amdt 2C  
Ogallala, NE, KOGA, VOR RWY 26, Amdt 1E  
Ely, NV, KELY, RNAV (GPS) RWY 18, Amdt 1B  
Ely, NV, KELY, VOR–C, Amdt 2A  
Farmingdale, NY, KFRG, NDB RWY 1, Amdt 14D, CANCELLED  
Farmingdale, NY, KFRG, RNAV (GPS) RWY 1, Amdt 3  
Farmingdale, NY, KFRG, RNAV (GPS) RWY 19, Amdt 3  
Farmingdale, NY, KFRG, RNAV (GPS) RWY 32, Amdt 1  
Johnstown, NY, NY0, NDB RWY 10, Amdt 2, CANCELLED  
Johnstown, NY, NY0, NDB RWY 28, Amdt 2, CANCELLED  
Rome, NY, KRME, ILS OR LOC RWY 33, Amdt 3  
Syracuse, NY, KSYR, VOR RWY 15, Amdt 23D  
Cleveland, OH, KBKL, RNAV (GPS) RWY 24R, Amdt 1  
Wilmington, OH, KILN, RNAV (GPS) RWY 22R, Orig-D  
Pauls Valley, OK, Pauls Valley Muni, Takeoff Minimums and Obstacle DP, Orig-A  
Florence, SC, Florence Rgnl, Takeoff Minimums and Obstacle DP, Amdt 5A

Knoxville, TN, KTYS, ILS OR LOC RWY 5L, Amdt 10  
Knoxville, TN, KTYS, ILS OR LOC RWY 23R, ILS RWY 23R (SA CAT I), ILS RWY 23R (CAT II), Amdt 14  
Knoxville, TN, KTYS, RADAR–1, Amdt 23  
Knoxville, TN, KTYS, RNAV (GPS) RWY 5L, Amdt 3  
Knoxville, TN, KTYS, RNAV (GPS) RWY 23R, Amdt 3  
Knoxville, TN, Mc Ghee Tyson, Takeoff Minimums and Obstacle DP, Amdt 9  
Knoxville, TN, KTYS, VOR RWY 23R, Amdt 8  
Austin, TX, KHYI, ILS OR LOC RWY 13, Amdt 6D  
Austin, TX, KHYI, NDB RWY 13, Amdt 5C  
Austin, TX, KHYI, RNAV (GPS) RWY 13, Amdt 2C  
Houston, TX, KIAH, ILS OR LOC RWY 27, ILS RWY 27 (SA CAT I), ILS RWY 27 (CAT II), ILS RWY 27 (CAT III), Amdt 11D  
Midland, TX, KMDD, RNAV (GPS) RWY 34, Orig-B  
Palestine, TX, KPSN, NDB RWY 36, Amdt 8A, CANCELLED  
Rockwall, TX, F46, NDB–A, Orig-C, CANCELLED  
Juneau, WI, Dodge County, Takeoff Minimums and Obstacle DP, Orig-A  
Land O'Lakes, WI, KLNL, RNAV (GPS) RWY 32, Orig-D

[FR Doc. 2021–13469 Filed 6–24–21; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. 31374; Amdt. No. 3960]

#### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**SUMMARY:** This rule amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide for the safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 25, 2021. The compliance date for each