

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:

Sikorsky Aircraft Corporation: Docket No. FAA–2021–0689; Project Identifier AD–2020–01589–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 7, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S–92A helicopters, certificated in any category, with a main rotor stationary swashplate assembly (swashplate assembly) part number (P/N) 92104–15011–042 or P/N 92104–15011–043 that has accumulated 1,600 or more total hours time-in-service, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code 6230, Main Rotor Mast/Swashplate.

(e) Unsafe Condition

This AD was prompted by the discovery of a crack on the swashplate assembly inner ring. This condition, if not detected and corrected, could result in fretting wear on the shoulder that supports the clamp-up of the uniball outer race, failure of the swashplate assembly, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 50 hours TIS, visually inspect the swashplate assembly for a crack, nick, dent, and scratch, by following the Accomplishment Instructions, Section 3, paragraph B. (except paragraphs B.(2)(a) through (c)) of Sikorsky

Aircraft Corporation Alert Service Bulletin ASB 92–62–009, Basic Issue, dated February 6, 2019.

(2) If there is a crack, nick, dent, or scratch that exceeds the allowable limits, before further flight, remove the swashplate assembly from service.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO, Compliance & Airworthiness Division, 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.

(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 Jared Hyman, Aerospace Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone 781–238–7799; email: Jared.M.Hyman@faa.gov.

(2) For service information identified in this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, 124 Quarry Road, Trumbull, CT 06611; telephone 1–800–946–4337 (1–800–Winged–S); email wcs_cust_service_eng_gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at <https://www.sikorsky360.com>. You may view this referenced service information at the FAA, 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.

Issued on August 16, 2021.

Ross Landes,

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

[FR Doc. 2021–17948 Filed 8–20–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71****Proposed Amendment of Class C Airspace at Chicago Midway International Airport, IL; Public Meeting**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notification of meeting.

SUMMARY: This document announces a fact-finding informal airspace meeting regarding a plan to amend the Class C Airspace at Chicago Midway International Airport, IL. The purpose of the meeting is to solicit aeronautical comments on the proposal's effects on local aviation operations. All comments received during the meeting, and the subsequent comment period, will be considered prior to the issuance of a notice of proposed rulemaking.

DATES: The meetings will be held on Tuesday, September 28, 2021, beginning at 1:00 p.m. (Central Time) and on Wednesday, September 29, 2021, beginning at 6:00 p.m. (Central Time). Comments must be received on or before Friday, October 29, 2021. Each registered participant that indicated they would like to make comments during the meeting will be given an opportunity to deliver their comments or make a presentation, although a time limit may be imposed to accommodate closing times.

ADDRESSES:

Format: This will be a virtual informal airspace meeting using the Zoom teleconferencing tool. The meeting will also be available to watch on the FAA's Facebook, Twitter, and YouTube social media channels.

Comments: Send comments on the proposal, not later than October 29, 2021, to: Christopher Southerland, Manager, Operations Support Group, Central Service Area, Air Traffic Organization, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177; or via email to: 9-ASW-CSC-OSG-Airspace-Comments@faa.gov, please include *MDW Class C* in the email subject line.

FOR FURTHER INFORMATION CONTACT: Al Qualiardi, Support Manager, Chicago District, Chicago Terminal Radar Approach Control (TRACON), Air Traffic Organization, 1100 Bowes Road, Elgin, IL, 60123. Telephone: (847) 608–5591.

SUPPLEMENTARY INFORMATION:**Meeting Procedures:**

The meeting will provide interested parties an opportunity to present views, recommendations, and comments on the proposed airspace amendment.

(a) Registration: To attend the meeting, members of the public are asked to register at https://zoom.us/webinar/register/WN_1MpVHlbdRH_S4SeyIMgxcqw for the Tuesday, September 28, 2021, meeting and at https://zoom.us/webinar/register/WN_zY2MTFjnQDynDG1-tZS16g for the Wednesday, September 29, 2021, meeting. When registration is confirmed, registrants will be provided

the virtual meeting weblink information/teleconference call-in number and passcode. Callers are responsible for paying associated long-distance charges (if any).

(b) The meeting will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate. The meeting will be informal in nature and will be conducted by one or more representatives of the FAA Eastern Service Area. A representative from the FAA will present a briefing on the planned airspace modifications.

(c) Each participant will be given an opportunity to deliver comments or make a presentation, although a time limit may be imposed to accommodate closing times. Only comments concerning the plan to amend the Chicago Midway Class C airspace area will be accepted.

(d) Each person wishing to make a presentation will be asked to note their intent when registering for the meeting so those time frames can be established. This meeting will not be adjourned until everyone registered to speak has had an opportunity to address the panel. This meeting may be adjourned at any time if all persons present have had an opportunity to speak.

(e) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants submitting papers or handout materials should send them to the mail or email address noted in the COMMENTS section, above.

(f) This meeting will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the rulemaking docket.

Information gathered through this meeting will assist the FAA in drafting a notice of proposed rulemaking (NPRM) that would be published in the **Federal Register**. The public will be afforded the opportunity to comment on any NPRM published on this matter.

A graphic depiction of the proposed airspace modifications may be viewed at the following URL: https://www.faa.gov/air_traffic/community_involvement/mdw/.

Agenda for the Meeting

- Presentation of Meeting Procedures
- Informal Presentation of the planned Class C Airspace area
- Public Presentations and Discussions
- Closing Comments

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.

Issued in Washington DC, on August 16, 2021.

George Gonzalez,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2021–17929 Filed 8–20–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2021–0647]

RIN 1625–AA00

Safety Zone; CBWTP Outfall Diffuser Improvements, Columbia River, Portland, OR

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a temporary safety zone for certain navigable waters of the Columbia River. This action is necessary to provide for the safety of life on these navigable waters near Portland, OR, at Columbia River Mile 105.6 from October 1, 2021, through February 28, 2022. This proposed rulemaking would prohibit persons and vessels from being in the safety zone unless authorized by the Captain of the Port Sector Columbia River or a designated representative. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before September 7, 2021.

ADDRESSES: You may submit comments identified by docket number USCG–2021–0647 using the Federal eRulemaking Portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email LCDR Sean Morrison, Waterways Management Division, Marine Safety Unit Portland, U.S. Coast Guard; telephone 503–240–9319, email D13-SMB-MSUPortlandWWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register

NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

On July 20, 2021, Ballard Marine Construction notified the Coast Guard that it would begin construction for their CBWTP Outfall Diffuser Improvements Project from 12:01 a.m. on October 1, 2021, through 11:59 p.m. on February 28, 2022, to remove and replace existing pipeline along with dredging operations. The construction project includes the two Outfall easements (001 and 003) being dredged with diver assistance to expose existing risers and diffusers. The existing risers and diffuser valves will be removed and disposed of. In their place, longer risers will be attached along with new diffuser valves. Additionally, the Outfalls will be dredged to remove the treated effluent that has settled inside the main trunk lines if needed. All diver work will be supported by a floating crane barge approximately 50 feet by 185 feet that will be anchored during the duration of work upon each of the two specified Outfalls and will be moved within the zone approximately four times. The Captain of the Port Sector Columbia River (COTP) has determined that potential hazards associated with the construction project would be a safety concern for anyone within the designated area of the CBWTP Outfall Diffuser Improvements.

The purpose of this rulemaking is to ensure the safety of vessels and the navigable waters within the designated area of the CBWTP Outfall Diffuser Improvements construction project. The Coast Guard is proposing this rulemaking under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231).

III. Discussion of Proposed Rule

The COTP is proposing to establish a safety zone from October 1, 2021, through February 28, 2022. The safety zone would cover all navigable waters of the Columbia River, surface to bottom, approximately 300 yards to the east and west side of the Burlington Northern Railroad Bridge on the Oregon side of the Columbia River from the shoreline to the outside of the main navigational channel; specifically beginning at the shoreline at 45°37'26.2" N, 122°41'46.91" W, northeast to 45°37'33.206" N, 122°41'37.699" W, southeast to 45°37'23.4" N, 122°41'18.1" W, thence southwest to 45°37'16.27" N, 122°41'30.75" W, and along the shoreline back to the beginning point. The duration of the zone is intended to ensure the safety of vessels and these