

installed. These 53 airplanes are registered to twenty (20) entities. Twenty (20) airplanes are registered to the United States Government entities, including the U.S. Customs and Border Protection, which operates thirteen (13) of these airplanes. The FAA determined that these government entities are not small businesses or other forms of small entity.

The remaining thirty-three (33) airplanes are owned and operated by sixteen (16) private entities. All of these private entities fall under the 481112 NAICS Code (Scheduled Freight Air Transportation) with a small business size standard of a maximum of 1,500 employees to be considered small business.

Six (6) of these thirty-three (33) airplanes are registered to Lynden Air Cargo, LLC, affiliated with the Lynden Incorporated, which, with 2,500 employees on its payroll, is not a small entity per the SBA definition. The FAA considered all other entities that own and operate similar airplanes as small entities since they all employ less than 1,500 employees. Therefore, the FAA estimated that this proposed AD would impact fifteen (15) small entities.

5. Projected Reporting, Recordkeeping, and Other Compliance Requirements

There are no reporting or recordkeeping costs with this proposed AD. However, the FAA estimated that there would be compliance costs due to the proposed requirements as discussed below.

Using the compliance cost estimate that Lynden Air Cargo LLC provided in its public comment to the proposed AD (\$9,190 to inspect all propeller blades installed on each propeller, or \$36,760 to inspect an airplane with four (4) propellers), the FAA calculated the total compliance costs of this AD on fifteen (15) small businesses that own and operate twenty-seven (27) airplanes at \$992,520 (\$36,760 × 27). Eight (8) small businesses that own and operate one airplane would incur \$36,760. The compliance costs of one small entity with five (5) airplanes would be \$183,800. The average compliance costs of this AD on small entities would be \$66,168 (\$992,520/15).

The FAA estimated the revenue impact of complying with this proposed AD's requirements on these 15 small entities would vary from under 1 percent (0.12 percent) of affected companies' annual revenues to approximately 2 percent (1.69 percent) of their annual revenues.

To the extent that small entities provide more unique services or serve markets with less competition, they may

also be able to pass on costs in the form of price increases. However, the FAA assumed that none of these small entities would be able to pass these compliance costs to their customers in terms of higher prices.

6. Significant Alternatives Considered

The FAA did not find any significant regulatory alternatives to the proposed AD that would still accomplish the safety objectives of this proposed AD.

Issued on July 21, 2021.

Gaetano A. Sciortino,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2018-0689; Product Identifier 2018-CE-016-AD]

RIN 2120-AA64

Airworthiness Directives; Gulfstream Aerospace Corporation Airplanes

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) for certain Gulfstream Aerospace Corporation (Gulfstream) Models G-IV and GIV-X airplanes. The NPRM was prompted by reports of disbonding and surface cracking of the composite aft pressure bulkhead. The NPRM proposed to require inspecting the forward and aft surfaces of the pressure bulkhead composite panels for damage and repairing any damage found. Since issuance of the NPRM, the FAA has determined that there is not an unsafe condition. Accordingly, the NPRM is withdrawn.

DATES: As of July 28, 2021, the proposed rule, which published in the **Federal Register** on July 27, 2018 (83 FR 35568), is withdrawn.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0689; 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: William O. Herderich, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5547; fax: (404) 474-5605; email: william.o.herderich@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD that would apply to certain serial-numbered Gulfstream Models G-IV and GIV-X airplanes. The NPRM published in the **Federal Register** on July 27, 2018 (83 FR 35568). The NPRM was prompted by reports of disbonding and accompanying surface cracking of the composite aft pressure bulkhead. The NPRM stated that this condition, if not addressed, could result in structural failure of the aft pressure bulkhead and loss of cabin pressure.

In the NPRM, the FAA proposed to require a one-time inspection of the forward and aft surfaces of the pressure bulkhead composite panels for damage and repairing any damage found.

Actions Since the NPRM Was Issued

After issuance of the NPRM, the FAA reviewed a Gulfstream safety assessment and determined that a bulkhead with disbonding is still capable of carrying operational loads. If the affected airplanes are capable of carrying operational loads without failure, then there is no unsafe condition.

Based on the above information, the FAA has determined that AD action is not warranted and the proposal should be withdrawn.

Comments

The FAA received comments from Gulfstream, the European Union Aviation Safety Agency (EASA), and an individual commenter.

Requests

Gulfstream requested that the FAA clarify language throughout the preamble and unsafe condition statement. EASA requested the FAA add a requirement to repeat the inspection. The individual commenter requested the FAA clarify the affected serial numbers.

The FAA acknowledges these comments. However, because the NPRM

is being withdrawn, the commenters' requests are no longer necessary.

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.

Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed AD nor a final rule. This action, therefore, is not covered under Executive Order 12866 or the Regulatory Flexibility Act.

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, which published in the **Federal Register** on July 27, 2018 (83 FR 35568), is withdrawn.

Issued on July 21, 2021.

Gaetano A. Sciortino,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2021-0157; Project Identifier AD-2020-00483-T]

RIN 2120-AA64

Airworthiness Directives; Learjet Inc.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Learjet Inc. (Learjet) Model 45 airplanes. This proposed AD was prompted by reports of corrosion found on the upper surface of the lower center wing mid spar splice plate. This proposed AD would require repetitively inspecting the center wing area for corrosion and deterioration of protective treatments, removing any corrosion, and treating any deteriorated areas. 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 September 13, 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 service information identified in this NPRM, contact Learjet Inc., One Learjet Way, Wichita, KS 67209; phone: (316) 946-2000; email: ac.ict@aero.bombardier.com; website: <https://businessaircraft.bombardier.com/en/aircraft/Learjet.html>. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0157; 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.

FOR FURTHER INFORMATION CONTACT: Tara Shawn, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4141; fax: (316) 946-4107; email: tara.shawn@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-2021-0157; Project Identifier AD-2020-00483-T" 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 NPRM.

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 Tara Shawn, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

In December 2018, the FAA received a report from Learjet of corrosion found in the center wing area of a Model 45 (Learjet 45) airplane. Exfoliating corrosion was found on the upper surface of the lower center wing mid spar splice plate during unrelated maintenance. The corrosion appeared to extend half way through the thickness of the splice plate. Since the initial report, the FAA has received 23 additional reports of corrosion from Learjet. The FAA determined areas of the wing center section are not sealed against the elements; in addition, the fuselage has drain holes that allow condensation to drain into the center wing. The accumulation and retention of moisture in the center wing section may lead to corrosion. This condition, if not addressed, could result in failure of the wing centerline joint and lead to partial wing separation with consequent loss of control of the airplane.

FAA's Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or