

within 330 hours time-in-service, whichever occurs first, modify the electrical operation of the throttle twist grip to give priority to the HydroMechanical Unit flight position when the microswitch does not operate correctly at forced idle (corresponds to Airbus Helicopters Modification (MOD) 073357) as follows:

(1) For helicopters without MOD 073087 and without MOD 073135 installed:

(i) Install box “69K” on the Full Authority Digital Engine Control plate, relay “81K” on frame X1310, install fuses on the console end comprising circuit-breaker panels “31 ALPHA” and “32 ALPHA,” and modify the electrical wiring by following the Accomplishment Instructions, paragraph 3.B.2.a. of Airbus Helicopters Alert Service Bulletin No. AS350–67.00.43, Revision 3, dated June 16, 2016 (ASB AS350–67.00.43), except you are not required to discard parts.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following paragraph 3.B.2.e. of ASB AS350–67.00.43. If the wiring routing is incorrect, before further flight, correct the wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(2) For helicopters with MOD 073087 (series) and without MOD 073135 installed:

(i) Install relays “54K” and “81K” on frame X1310 and modify the electrical wiring by following paragraph 3.B.2.b. of ASB AS350–67.00.43.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following paragraph 3.B.2.e. of ASB AS350–67.00.43. If the wiring routing is incorrect, before further flight, correct the wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(3) For helicopters with MOD 073087 (retrofit) and without MOD 073135 installed:

(i) Install relay “81K” on frame X1310 and modify the electrical wiring by following paragraph 3.B.2.c. of ASB AS350–67.00.43.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following paragraph 3.B.2.e. of ASB AS350–67.00.43. If the wiring routing is incorrect, before further flight, correct the wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(4) For helicopters with MOD 073087 and with MOD 073135 installed:

(i) Install relay “81K” on frame X1310 and modify the electrical wiring by following paragraph 3.B.2.d. of ASB AS350–67.00.43.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following paragraph 3.B.2.e. of ASB AS350–67.00.43. If the wiring routing is incorrect, before further flight, correct the wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(5) For helicopters with MOD 073084 and with MOD 073222 installed:

(i) Install relay “81K” on frame X1310 and modify the electrical wiring by following paragraph 3.B.2.g. of ASB AS350–67.00.43, except you are not required to scrap parts.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following paragraph 3.B.2.e. of ASB AS350–67.00.43. If the wiring routing is incorrect, before further flight, correct the

wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(6) For helicopters with optional Autopilot “81K” and without MOD 073222 installed:

(i) Position relay “81K” on frame X1310 by following paragraph 3.B.2.h. of ASB AS350–67.00.43.

(ii) Inspect the routing of microswitch electrical harness “53K” for correct installation by following ASB AS350–67.00.43, paragraph 3.B.2.e. If the wiring routing is incorrect, before further flight, correct the wiring routing by following paragraph 3.B.2.f. of ASB AS350–67.00.43.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, 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 Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5110; email 9-ASW-FTW-AMOC-Requests@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.

(h) Additional Information

(1) Eurocopter Alert Service Bulletin No. 05.00.49, Revision 3, dated March 8, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972–641–0000 or 800–232–0323; fax 972–641–3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2017–0035, dated February 20, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> in the AD Docket.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 7697, Engine Control System Wiring.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 the AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin No. AS350–67.00.43, Revision 3, dated June 16, 2016.

(ii) [Reserved]

(3) For service information identified in this AD, Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972–641–0000 or 800–232–0323; fax 972–641–3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>.

(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.

(5) You may view this service information 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, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on February 4, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–03657 Filed 2–24–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2013–1063; Airspace Docket No. 13–ASO–25]

RIN 2120–AA66

Amendment of Restricted Areas R–3008A, R–3008B, R–3008C, and R–3008D; Grand Bay Weapons Range, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the time of designation for restricted areas R–3008A, R–3008B, R–3008C, and R–3008D; Grand Bay Weapons Range, GA, by expanding the timeframe during which the areas may be activated without prior issuance of a Notice to Airmen (NOTAM). The expansion of the published designated times for these restricted areas reflects their routine actual use. This change better informs the flying public of actual routine use periods of the restricted areas and reduces NOTAM System workload.

DATES: Effective date 0901 UTC, April 22, 2021.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence

Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

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. 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 the 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 amends restricted areas R-3008A, R-3008B, R-3008C, and R-3008D; Grand Bay Weapons Range, GA, by expanding the timeframe during which the areas may be activated reducing the need for the using agency to issue NOTAMs when necessary to activate the restricted areas outside the published "core hours."

Background

The published time of designation for restricted areas R-3008A, R-3008B, R-3008C, and R-3008D is "0700-2200 local time, Monday-Friday; other times by NOTAM 6 hours in advance." For many years, the using agency has routinely extended use of the restricted areas past the designated 2200 local time (as authorized by the NOTAM provision). To exercise this provision, the using agency must issue NOTAMs daily in order to activate the airspace beyond the published "core hours" (*i.e.*, 0700-2200 local time). Amending the time of designation to match the routine, actual usage of the airspace reduces NOTAM System workload and better informs the flying public of expected times the restricted areas will be active.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2013-1063 in the **Federal Register** (79 FR 6504; February 4, 2014), amending the time of designation for restricted areas R-3008A, R-3008B, R-3008C, and R-3008D; Grand Bay Weapons Range, GA.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Two comments were received. Both commenters expressed support for the proposal.

Differences From the NPRM

The NPRM proposed to change the time of designation of restricted areas R-3008A, R-3008B, R-3008C, and R-3008D from "0700-2200 local time, Monday-Friday; other times by NOTAM 6 hours in advance," to "0800-0130 local time, Monday-Thursday; 0700-2200 local time Friday; other times by NOTAM 6 hours in advance." This rule amends the time of designation for Friday to read "0800-2200 local time; other times by NOTAM 6 hours in advance."

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by changing the time of designation for restricted areas R-3008A, R-3008B, R-3008C, and R-3008D from "0700-2200 local time, Monday-Friday; other times by NOTAM 6 hours in advance," to "0800-0130 local time, Monday-Thursday; 0800-2200 Friday; other times by NOTAM 6 hours in advance." The change captures the vast majority of the routine operations currently occurring in the restricted areas. The amendment provides more accurate notice to the flying public of when to expect that the restricted areas will be in use. Additionally, it reduces the using agency's workload by eliminating the need to issue daily NOTAMs for routine operations.

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. It, therefore: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does 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 of amending the time of designation for restricted areas R-3008A, R-3008B, R-3008C, and R-3008D; Grand Bay Weapons Range, GA, to match the times that the areas are routinely activated outside the "core

hours" through the issuance of a NOTAM qualifies for categorical exclusion under the National Environmental Policy Act and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5c, actions to return all or part of special use airspace (SUA) to the National Airspace System (NAS), such as revocation of airspace, a decrease in dimensions, or a reduction in times of use (*e.g.*, from continuous to intermittent, or use by a Notice to Airmen (NOTAM)). As such, this action is not expected to cause any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

- 1. The authority citation for part 73 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.

§ 73.30 Georgia (Amended)

- 2. § 73.30 is amended as follows:

* * * * *

R-3008A, Grand Bay Weapons Range, GA [Amended]

By removing the current time of designation and inserting the following in its place:

Time of designation. 0800-0130 local time Monday-Thursday; 0800-2200 local time Friday; other times by NOTAM 6 hours in advance.

R-3008B, Grand Bay Weapons Range, GA [Amended]

By removing the current time of designation and inserting the following in its place:

Time of designation. 0800-0130 local time Monday-Thursday; 0800-2200 local time Friday; other times by NOTAM 6 hours in advance.

**R-3008C, Grand Bay Weapons Range, GA
[Amended]**

By removing the current time of designation and inserting the following in its place:

Time of designation. 0800–0130 local time Monday–Thursday; 0800–2200 local time Friday; other times by NOTAM 6 hours in advance.

**R-3008D, Grand Bay Weapons Range, GA
[Amended]**

By removing the current time of designation and inserting the following in its place:

Time of designation. 0800–0130 local time Monday–Thursday; 0800–2200 local time Friday; other times by NOTAM 6 hours in advance.

* * * * *

Issued in Washington, DC, on January 12, 2021.

George Gonzalez,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2021–01021 Filed 2–24–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 73**

[Docket No. FAA–2020–1197; Airspace
Docket No. 20–AGL–38]

RIN 2120–AA66

**Amendment of Restricted Area R-
4305; Lake Superior, MN**

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

ACTION: Final rule.

SUMMARY: This action amends the using agency listed for Restricted Area R-4305, Lake Superior, MN. Specifically, this action changes the using agency from “USAF, 55th Wing, Offutt AFB, NE” (55th Wing), to “U.S. Air Force, 148th Fighter Wing, Duluth International Airport, MN” (148th Fighter Wing). There are no changes to the boundaries, designated altitudes, time of designation, or activities conducted within the restricted area.

DATES: Effective date 0901 UTC, April 22, 2021.

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

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. 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 the 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 updates the using agency for Restricted Area R-4305, Lake Superior, MN.

Background

The U.S. Air Force requested that the Federal Aviation Administration amend the Restricted Area R-4305, Lake Superior, MN, description by changing the using agency from the “USAF, 55th Wing, Offutt AFB, NE”, to the “U.S. Air Force, 148th Fighter Wing, Duluth International Airport, MN”. Both military organizations use the restricted area and support the using agency change. Since 2011, the 148th Fighter Wing has fulfilled the scheduling and utilization reporting responsibilities for R-4305, even though the 55th Wing was the using agency of record in the R-4305 description.

As such, changing the R-4305 using agency from the 55th Wing, Offutt AFB, NE, to the 148th Fighter Wing, Duluth International Airport, MN, reflects the existing responsibilities of the 148th Fighter Wing for accomplishing the scheduling and utilization reporting for the restricted area. Additionally, this change supports the U.S. Air Force’s efforts to align the using agency for R-4305 and the surrounding Military Operations Areas under the same using agency to ensure efficient use of the special use airspace complex.

There are no changes to the boundaries, designated altitudes, time of designation, or activities conducted within the affected restricted area as a result of changing the R-4305 using agency.

The Rule

This action amends title 14 Code of Federal Regulations (14 CFR) part 73 by changing the using agency name listed for restricted area R-4305 over Lake Superior, MN, from “USAF, 55th Wing, Offutt AFB, NE” to “U.S. Air Force, 148th Fighter Wing, Duluth International Airport, MN”. This action

is necessary in order to reflect the current military organization tasked with using agency responsibilities for the restricted area.

This is an administrative change that does not affect the overall R-4305 restricted area boundaries, designated altitudes, time of designation, or activities conducted within the restricted area; therefore, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

Regulatory Notices and Analyses

The FAA has determined that this action only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (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, will 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 of updating the using agency information for R-4305, Lake Superior, MN, qualifies for categorical exclusion under the National Environmental Policy Act, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5.d. This airspace action is an administrative change to the description of restricted area R-4305, Lake Superior, MN, to update the using agency name. It does not alter the restricted area dimensions, designated altitudes, time of designation, or use of the airspace. Therefore, this airspace action is not expected to result in any significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment.