

**Havilland, Inc.:** Docket No. FAA–2021–0960; Project Identifier 2019–CE–021–AD.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by December 23, 2021.

**(b) Affected ADs**

This AD replaces the ADs specified in paragraphs (b)(1) through (3) of this AD.

(1) AD 80–13–10, Amendment 39–3812 (45 FR 43155, June 26, 1980).

(2) AD 80–13–12 R1, Amendment 39–4135 (46 FR 31251, June 15, 1981).

(3) AD 2008–03–01 Amendment 39–15350 (73 FR 5729, January 31, 2008).

**(c) Applicability**

This AD applies to Viking Air Limited (type certificate previously held by Bombardier, Inc., de Havilland, Inc.) Model DHC–6–1, DHC–6–100, DHC–6–200, DHC–6–300, and DHC–6–400 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 0500, Time Limits.

**(e) Unsafe Condition**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as failure to comply with new and more restrictive airworthiness limitations, including tasks where range-based requirements have been changed to specific hours time-in-service (TIS) and flight cycle limits. The FAA is issuing this AD to prevent loss of structural integrity of certain parts. The unsafe condition, if not addressed, could result in loss of control of the airplane.

**(f) Compliance**

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

**(g) Maintenance and Life Limits**

(1) Within 30 days after the effective date of this AD, incorporate into the maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2) for your airplane the life limits, modification limits, and inspection or overhaul intervals in DHC–6 Twin Otter PSM 1–6–11, Airframe Airworthiness Limitations Manual, Revision 9, dated April 30, 2018 (PSM 1–6–11 Rev9).

(2) Before further flight after revising the maintenance records as required by paragraph (g)(1) of this AD, except as allowed under paragraph (h) of this AD, remove from service each part that has reached or exceeded its life limit and modify each part that has reached or exceeded its modification limit.

(3) Before further flight after revising the maintenance records as required by paragraph (g)(1) of this AD, except as allowed under paragraph (h) of this AD, inspect or overhaul each part that has reached or exceeded its inspection or overhaul interval.

**(h) Phase-In Period**

The following phase-in periods are allowed to comply with the initial tasks in PSM 1–6–11 Rev9.

(1) Task 27–007: For any pulley that has been in service for 48 or more months on the effective date of this AD, replace the pulley within 12 months after the effective date of this AD.

(2) Tasks 32–001 and 32–002:

(i) For any main landing gear (MLG) leg that, on the effective date of this AD, has not been marked with a new serial number as specified in Viking DHC–6 Twin Otter Technical Bulletin V6/00063: Within 6 months after the effective date of this AD, inspect and serialize the MLG leg. The absence of a serial number indicates that the initial inspection of the landing gear leg has not previously been accomplished.

(ii) For all other MLG legs, overhaul the MLG leg within 60 months after the last overhaul.

(3) Tasks 57–006, 57–007, 57–010, 57–011, 57–013, and 57–014:

(i) For any wing that on the effective date of this AD has accumulated more than 16,000 hours total TIS or 32,000 total flight cycles but less than 17,000 hours total TIS or less than 34,000 total flight cycles, accomplish the task within 1,000 hours TIS or 2,000 flight cycles, whichever occurs first after the effective date of this AD.

(ii) For any wing that on the effective date of this AD has accumulated 17,000 or more hours total TIS or 34,000 or more total flight cycles, accomplish the task before accumulating 18,000 hours total TIS or 36,000 total flight cycles, or within 60 months after the effective date of this AD, whichever occurs first.

(4) Tasks 57–018, 57–019, 57–022, 57–023, 57–026, 57–027, 57–030, and 57–031:

(i) For any wing that on the effective date of this AD has accumulated more than 11,000 hours total TIS or 22,000 total flight cycles but less than 12,000 hours total TIS or less than 24,000 total flight cycles, accomplish the task within 1,000 hours TIS or 2,000 flight cycles, whichever occurs first after the effective date of this AD.

(ii) For any wing that on the effective date of this AD has accumulated 12,000 or more hours total TIS or 24,000 or more total flight cycles, accomplish the task before accumulating 13,000 hours total TIS or 26,000 total flight cycles or within 60 months after the effective date of this AD, whichever occurs first.

(5) Tasks 57–039 to 57–041 inclusive: For any wing that on the effective date of this AD has more than 20 years since the date of manufacture and has not previously been inspected in accordance with Viking Service Bulletin V6/0018, inspect the wing upper surface within 120 days after the effective date of this AD.

**(i) No Alternative Actions or Intervals**

After the maintenance records have been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, New York ACO 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 ACO Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD.

(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.

**(k) Related Information**

(1) For more information about this AD, contact Aziz Ahmed, Aviation Safety Engineer, New York ACO Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7329; fax: (516) 794–5531; email: [aziz.ahmed@faa.gov](mailto:aziz.ahmed@faa.gov).

(2) Refer to Transport Canada AD CF–2019–02, dated January 9, 2019, for more information. You may examine the Transport Canada AD in the AD docket at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA–2021–0960.

(3) For service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; phone: (North America) (800) 663–8444; fax: (250) 656–0673; email: [technical.support@vikingair.com](mailto:technical.support@vikingair.com); website: <https://www.vikingair.com/support/service-bulletins>. You may view this service information at the Airworthiness Products Section, Operational Safety Branch, FAA, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued on November 1, 2021.

**Lance T. Gant,**

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

[FR Doc. 2021–24102 Filed 11–5–21; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2021–0919; Airspace Docket No. 21–ASO–32]**

**RIN 2120–AA66**

**Proposed Amendment of United States Area Navigation (RNAV) Route T–215; Central United States**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend United States Area Navigation (RNAV) route T-215 in the central United States due to the decommissioning of the Holston Mountain, TN, (HMV) VHF Omnidirectional Range Tactical Air Navigation (VORTAC), and the Hazard, KY, (AZQ) Distance Measuring Equipment (DME) in support of the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) program. Additionally, this action would extend T-215 to the north and south of its current limits to expand the availability of RNAV in the National Airspace System (NAS).

**DATES:** Comments must be received on or before December 23, 2021.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: 1 (800) 647-5527 or (202) 366-9826. You must identify FAA Docket No. FAA-2021-0919; Airspace Docket No. 21-ASO-32 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**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 would expand the availability of RNAV routes in the NAS, increase airspace capacity, and reduce complexity in high air traffic volume areas.

##### **Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2021-0919; Airspace Docket No. 21-ASO-32 and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the internet at <https://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2021-0919; Airspace Docket No. 21-ASO-32." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### **Availability of NPRM's**

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://www.faa.gov/air_traffic/publications/airspace_amendments/). You may review the public docket containing the proposal, any comments received and any final disposition in person in the

Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

##### **Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, 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 Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend RNAV route T-215 by extending the route further to the north and southeast in the central United States. This action is necessary due to the planned decommissioning of the Holston Mountain, TN, (HMV) VORTAC, and the Hazard, KY, (AZQ) DME.

**T-215:** T-215 currently extends between the Holston Mountain, TN, VORTAC, and the GAMKE, IN, waypoint (WP). The proposed amendment would include replacing the Holston Mountain, TN, VORTAC with the HORAL, TN, WP, and replacing the Hazard, KY, DME with the DACEL, KY, WP. The route would be extended south of the HORAL WP to the BURGG, SC, WP. Additionally, the route would be extended to the north of the GAMKE, IN, WP ending at the CPTON, IL, WP, which is approximately 15 nautical miles east of the Bradford, IL, (BDF) VORTAC. The HILTO, VA, Fix; FLENR, VA, WP; and RISTE, KY, WP, are not needed for defining the track of T-215 so they would be removed from the route legal description. In addition, the HUGEN, KY, Fix would be removed from the route because it does not denote a route turn point. Because a VOR is not a required component for navigating on T-215, removal of the Holston Mountain VORTAC would not affect the alignment or navigation along T-215.

As amended, T-215 would extend between the BURGG, SC, WP, and the CPTON, IL, WP. The full route legal description is listed in "The Proposed Amendment" section, below.

These changes would expand the availability of RNAV to reduce the NAS dependency on ground based navigational systems and assist with the transition to a more efficient Performance Based Navigation route structure.

United States Area Navigation routes are published in paragraph 6011 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 RNAV route listed in this document would be subsequently published in FAA Order JO 7400.11.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed 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

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 14 CFR 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 6011 United States Area Navigation Routes.

\* \* \* \* \*

T-215 BURGG, SC TO CPTON, IL [AMENDED]

Table with 3 columns: State, Type, and Coordinates. Rows include BURGG, SC (WP), GENOD, NC (FIX), HORAL, TN (WP), DACE, KY (WP), Lexington, KY (HYK) (VOR/DME), GAMKE, IN (WP), MILAN, IN (WP), DEEKS, IN (WP), BONOY, IN (FIX), CLEFT, IN (WP), MAPPS, IN (WP), and CPTON, IL (WP).

\* \* \* \* \*

Issued in Washington, DC, on October 27, 2021.

Michael R. Beckles,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2021-24279 Filed 11-5-21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0940; Airspace Docket No. 21-ASO-12]

RIN 2120-AA66

Proposed Amendment and Removal of Area Navigation (RNAV) Routes; South-Central FL Metroplex Project.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend 11 low altitude United States Area Navigation (RNAV) T-routes, and remove 1 T-route, in support of the South-Central FL Metroplex Project. The proposed route changes would expand the availability of RNAV routing in support of transitioning the National Airspace System (NAS) from ground-based to satellite-based navigation.

DATES: Comments must be received on or before December 23, 2021.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: (800) 647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2021-0940; Airspace Docket No. 21-ASO-12 at the beginning of your comments. You may also submit comments through the internet at https://www.regulations.gov.

FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air\_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: fr.inspection@nara.gov or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

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: