

the consumer actually receives the disclosure. A debt collector may, but is not required to, provide the disclosure at the same time that the debt collector provides the consumer with any eviction notice or serves the consumer with any eviction action. For example, a debt collector may, but is not required to, include the disclosure in an envelope either on or with the eviction notice or in the same mailing in which the debt collector serves the consumer with an eviction action.

4. *Frequency of disclosure.* Section 1006.9(c)(1) does not require a debt collector to provide the disclosure described in § 1006.9(c)(1) more than once. However, nothing in § 1006.9(c)(1) prohibits a debt collector from providing the disclosure more than once, such as in each subsequent communication with the consumer. In addition, a debt collector does not violate FDCPA sections 807 (15 U.S.C. 1692e) or 808 (15 U.S.C. 1692f) merely because the debt collector provides the disclosure more than once.

5. *Sample language.* Section 1006.9(c)(1) requires a debt collector to disclose that the consumer may be eligible for temporary protection from eviction under the CDC Order.

i. A debt collector may use, but is not required to use, the following language to satisfy § 1006.9(c)(1): “Because of the global COVID-19 pandemic, you may be eligible for temporary protection from eviction under Federal law. Learn the steps you should take now: visit www.cfpb.gov/eviction or call a housing counselor at 800-569-4287.” A debt collector does not violate FDCPA sections 807 (15 U.S.C. 1692e) or 808 (15 U.S.C. 1692f) merely because the debt collector provides the sample language in this comment 9(c)(1)-5.i to a consumer in a jurisdiction in which the CDC Order does not apply.

ii. Alternatively, a debt collector may use, but is not required to use, the following language to satisfy § 1006.9(c)(1): “Because of the global COVID-19 pandemic, you may be eligible for temporary protection from eviction under the laws of your State, territory, locality, or tribal area, or under Federal law. Learn the steps you should take now: visit www.cfpb.gov/eviction or call a housing counselor at 800-569-4287.” A debt collector does not violate FDCPA sections 807 (15 U.S.C. 1692e) or 808 (15 U.S.C. 1692f) merely because the debt collector provides the sample language in this comment 9(c)(1)-5.ii to a consumer in a jurisdiction in which only the CDC Order applies or in which the CDC Order does not apply.

6. *Clear and conspicuous.* A debt collector must provide the disclosure

described in § 1006.9(c)(1) clearly and conspicuously in writing. Clear and conspicuous means readily understandable. The location and type size also must be readily noticeable and legible to consumers, although no minimum type size is mandated.

Dated: April 16, 2021.

Laura Galban,

Federal Register Liaison, Bureau of Consumer Financial Protection.

[FR Doc. 2021-08303 Filed 4-21-21; 8:45 am]

BILLING CODE 4810-AM-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-1116; Project Identifier AD-2020-00784-E; Amendment 39-21524; AD 2021-09-10]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2012-04-15 for all Pratt & Whitney (PW) JT9D-3A, JT9D-7, JT9D-7A, JT9D-7AH, JT9D-7F, JT9D-7H, JT9D-7J, JT9D-7Q, JT9D-7Q3, JT9D-7R4D, JT9D-7R4D1, JT9D-7R4E, JT9D-7R4E1, JT9D-7R4E4, JT9D-7R4G2, JT9D-7R4H1, JT9D-20, JT9D-20J, JT9D-59A, and JT9D-70A (JT9D) model turbofan engines. AD 2012-04-15 required revisions to the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA) to include required enhanced inspection of selected critical life-limited parts at each piece-part opportunity. AD 2012-04-15 also required additional revisions to the ALS of the manufacturer's ICA for JT9D model turbofan engines. This AD requires revising the required inspections of selected critical life-limited parts specified in the ALS of the manufacturer's ICA and, for air carriers, to the existing continuous airworthiness air carrier maintenance program (CAMP). The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 27, 2021.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by

searching for and locating Docket No. FAA-2020-1116; 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 final rule, any comments received, and other information. The 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:

Nicholas Paine, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7742; fax: (781) 238-7199; email: nicholas.j.paine@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2012-04-15, Amendment 39-16971 (77 FR 15939, March 19, 2012), (AD 2012-04-15). AD 2012-04-15 applied to all PW JT9D model turbofan engines. The NPRM published in the **Federal Register** on December 15, 2020 (85 FR 81162). The NPRM was prompted by the need to require enhanced inspection of selected critical life-limited parts of PW JT9D model turbofan engines. Since the FAA issued AD 2012-04-15, PW identified errors in the list of mandatory inspections to add to the ALS. During review of the AD, PW found that AD 2012-04-15 did not include eddy current inspections of the fan hubs. Additionally, PW identified duplicate inspections of the HPT Stage 2 disk tie rod and web cooling holes. In the NPRM, the FAA proposed to require revising the required inspections of selected critical life-limited parts specified in the ALS of the manufacturer's ICA and, for air carriers, to the existing CAMP. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were Atlas Air Inc. (Atlas Air) and Boeing Commercial Airplanes (Boeing). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Add Missing Figure Label

Atlas Air requested that the FAA add the figure label to paragraph (g), Required Actions, of this AD.

The FAA agrees and notes that a formatting issue resulted in the missing figure label from Figure 1 to paragraph (g) in the NPRM. The FAA expects this formatting issue will be corrected with the publication of this final rule.

Addition of Engine Models to Figure

The FAA determined the need to update Figure 1 to paragraph (g) of this AD to specifically reference PW JT9D-7R4G2, and JT9D-7R4H1 model turbofan engines. AD 2012-04-15 included these engines under "7R4 ALL," however, the FAA inadvertently left these engines out of Figure 1 when identifying the individual engine

models in the proposed rule. This revision does not change the number of affected engines that the FAA estimated in the NPRM and imposes no additional burden on operators of U.S. airplanes.

Support for the AD

Boeing expressed support for the AD as written.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial

changes and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Costs of Compliance

The FAA estimates that this AD affects 27 engines installed on airplanes of U.S. registry. Based on updated information since the publication of AD 2012-04-15, the FAA reduced the estimated number of engines installed on airplanes of U.S. registry from 438 in AD 2012-04-15 to 27 in this final rule.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Update ALS	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$2,295

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. 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.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

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

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

- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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:
 - a. Removing Airworthiness Directive 2012-04-15, Amendment 39-16971 (77 FR 15939, March 19, 2012); and
 - b. Adding the following new airworthiness directive:

2021-09-10 Pratt & Whitney: Amendment 39-21524; Docket No. FAA-2020-1116; Project Identifier AD-2020-00784-E.

(a) Effective Date

This airworthiness directive (AD) is effective May 27, 2021.

(b) Affected ADs

This AD replaces AD 2012-04-15, Amendment 39-16971 (77 FR 15939, March 19, 2012).

(c) Applicability

This AD applies to all Pratt & Whitney (PW) JT9D-3A, JT9D-7, JT9D-7A, JT9D-7AH, JT9D-7F, JT9D-7H, JT9D-7J, JT9D-7Q, JT9D-7Q3, JT9D-7R4D, JT9D-7R4D1, JT9D-7R4E, JT9D-7R4E1, JT9D-7R4E4, JT9D-7R4G2, JT9D-7R4H1, JT9D-20, JT9D-20J, JT9D-59A, and JT9D-70A (JT9D) model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by the need to require enhanced inspection of selected critical life-limited parts of PW JT9D model turbofan engines. The FAA is issuing this AD to prevent the failure of critical life-limited rotating engine parts. The unsafe condition, if not addressed, could result in uncontained part release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Within 30 days after the effective date of this AD, add Figure 1 to paragraph (g) of this AD to the Airworthiness Limitations Section (ALS) of the manufacturer's Instructions for Continued Airworthiness (ICA) and, for air carrier operations, to the existing continuous airworthiness air carrier maintenance program.

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Figure 1 to Paragraph (g) – Mandatory Inspections

Mandatory Inspections				
(1) Inspect the following life-limited parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:				
Engine Model (JT9D-xxx)	Engine Manual Part Number (P/N)	Part Nomenclature	Inspect per Manual Section	Inspection/ Check
3A/7/7A/7AH/7 F/7H/7J/20/20J	*646028 (or the equivalent customized versions, 770407 and 770408)	All Fan Hubs	72-31-04	Inspection-03
		All Fan Hubs	72-31-04	Inspection-02
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Inspection-03
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Inspection-03
		**All HPT Stage 1 Disk Web Cooling Holes	72-51-02	Inspection -06
		All HPT Stage 2 Disk Web Tie rod Holes	72-51-02	Inspection- 05
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Inspection-03
		All Fan Hubs	72-31-04	Check-00
		All Fan Hubs	72-31-00	Check-00
59A/70A	754459	All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Check-00
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Check-03
		All HPT Stage 1 Disk Web Cooling Holes	72-51-02	Check-03
		**All HPT Stage 2 Disk Tie rod and Web Cooling Holes	72-51-02	Check-04
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Check-03
		All Fan Hubs	72-31-04	Check-00
		All Fan Hubs	72-31-00	Check-00
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Check-00
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Check-03

Engine Model (JT9D-xxx)	Engine Manual (P/N)	Part Nomenclature	Inspect per Manual Section	Inspection/ Check
7Q/7Q3	777210	All Fan Hubs	72-31-02	Inspection-02
		All Fan Hubs	72-31-00	Inspection-03
		All HPC Stage 5 – 15	72-35-00	Inspection-03
		Disks and Rear		
		Compressor Drive		
		Turbine Shafts		
		All HPT Stage 1-2	72-51-00	Inspection-03
		Disks and Hubs		Inspection-03
		All HPT Stage 1 Disk	72-51-06	
		Web Cooling Holes		
		**All HPT Stage 2	72-51-07	Inspection-03
		Disk Tie rod and Web		
		Cooling Holes		
7R4D/7R4D1/7 R4E/7R4E1/7R4 E4/7R4G2/7R4H 1	785058, 785059, and 789328	All LPT Stage 3 – 6	72-52-00	Inspection-03
		Disks and Hubs		
		All Fan Hubs	72-31-00	Inspection/Che ck-03
		**All Fan Hub Slots	72-31-01	Inspection/Che ck-02
		All HPC Stage 5 – 15	72-35-00	Inspection/Che ck 03
		Disks and Rear		
		Compressor Drive		
		Turbine Shafts		
		All HPT Stage 1-2	72-51-00	Inspection/Che ck 03
		Disks and Hubs		
		All LPT Stage 3 – 6	72-52-00	Inspection/Che ck 03
		Disks and Hubs		
		**All HPT Stage 2	72-51-07	Inspection/Che ck-02
		Disk Tie rod and Web		
		Cooling Holes		
7R4D/7R4D1/7 R4E/7R4E1	785058 and 785059	All HPT Stage 1 Disk	72-51-06	Inspection/Che
		Web Cooling Holes		ck-02

* P/N 770407 and 770408 are customized versions of P/N 646028 engine manual.

** Two asterisks identify the part nomenclatures and inspections added to the table.

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when disassembly is in accordance with the disassembly instructions in the manufacturer's engine shop manual; and

(ii) The part has accumulated more than 100 cycles-in-service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine.

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(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 certification office, send it to the attention of the person identified in Related Information. You may

email your request to: *ANE-AD-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.

(i) Related Information

For more information about this AD, contact Nicholas Paine, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7742; fax: (781) 238-7199; email: nicholas.j.paine@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on April 16, 2021.

Lance T. Gant,

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

[FR Doc. 2021-08327 Filed 4-21-21; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2021-0336; Project Identifier AD-2021-00293-Q; Amendment 39-21523; AD 2021-09-09]

RIN 2120-AA64

**Airworthiness Directives; Uninsured
United Parachute Technologies, LLC
Parachutes**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; request for
comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Uninsured United Parachute Technologies, LLC (UPT) parachutes. This AD results from reserve pin covers (RPCs) catching on the parachute container flaps and preventing the reserve parachute from deploying. This AD requires modifying the RPC before the next parachute jump and replacing the RPC at the next reserve parachute packing. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 7, 2021.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 7, 2021.

The FAA must receive comments on this AD by June 7, 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 UPT service information identified in this final rule, contact Uninsured United Parachute Technologies, LLC, Engineering Department, 1645 Lexington Avenue, Deland, FL 32724; phone: (386) 736-7589; email: upt@uptvector.com; website: <https://uptvector.com/product-service-bulletins/>. You may view this 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. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0336.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2021-0336; 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 final rule, any comments received, and other information. The street address for the Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT:

Samuel Kovitch, Aerospace Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: samuel.kovitch@faa.gov.

SUPPLEMENTARY INFORMATION:**Background**

The FAA was notified by the Directorate General for Civil Aviation, which is the civil aviation authority for France, of an unsafe condition on certain UPT reserve parachute pin covers.

Subsequent analysis revealed that, between May 2013 and January 2021, the container was manufactured with a redesign that increased the length of the RPC, causing it to catch and prevent the reserve parachute from deploying. UPT determined the affected parachutes are UPT Vector 3 SE containers manufactured between May 1, 2013, and January 31, 2021, in any of the following sizes: V3SE-360-1, V3SE-360-2, V3SE-360-3, V3SE-361, V3SE-364, and V3SE-364-1. This condition, if not corrected, could cause failure of the reserve parachute to deploy when

needed. The FAA is issuing this AD to address the unsafe condition on these products.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Uninsured United Parachute Technologies, LLC, INSTRUCT-064, Revision 1, dated February 10, 2021. This service information specifies procedures for modifying the bottom tuck tab of the RPC on the parachute container.

The FAA also reviewed Uninsured United Parachute Technologies, LLC, INSTRUCT-065, REV 0, dated February 12, 2021. This service information specifies procedures for replacing the RPC on the parachute container.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in **ADDRESSES**.

AD Requirements

This AD requires accomplishing the actions specified in the service information already described.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for "good cause," finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies foregoing notice and comment prior to adoption of this rule because failure of the reserve parachute to deploy when needed will lead to the parachutist freefalling to the surface without being slowed, resulting in serious injury or death. Accordingly, notice and opportunity for prior public comment are impracticable and contrary