email: *fedreg.legal@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on July 9, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021–15041 Filed 7–14–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–0340; Project Identifier MCAI–2020–01638–R; Amendment 39–21634; AD 2021–14–07]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters (Type Certificate Previously Held by Eurocopter France) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2003–25–01 which applied to certain Eurocopter France (now Airbus Helicopters) Models AS332C, AS332C1, AS332L, AS332L1, AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters. AD 2003–25–01 required modifying and re-identifying the hoist operator control unit and replacing certain fuses. This AD was prompted by the identification of multiple errors in the applicable service information for the AS350-series and AS355-series helicopters and of other needed changes. This AD retains certain requirements of AD 2003–25–01, revises the applicability, and requires using corrected service information. This AD also requires reporting certain information and prohibits the installation of an affected hoist until the required actions are accomplished. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 19, 2021.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of August 19, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of January 20, 2004 (68 FR 69596, December 15, 2003).

ADDRESSES: For service information identified in this final rule, contact Airbus Helicopters, 2701 North 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 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. Service information that is incorporated by reference is also available at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0340.

Examining the AD Docket

You may examine the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0340; 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, the Direction Generale De L'Aviation Civile (DGAC) AD, the European Union Aviation Safety Agency (EASA) AD, 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: Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267–9167; email *hal.jensen@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2003–25–01, Amendment 39–13384 (68 FR 69596, December 15, 2003) (AD 2003–25–01), for Eurocopter France (now Airbus Helicopters) Model AS332C, C1, L, and L1, AS350B, BA, B1, B2, B3, and D, and AS355E, F, F1, F2, and N helicopters with a Breeze 300 pound electric hoist (hoist) and hoist operator control unit 26M part number (P/N) 350A63–1136–00 or 350A63–1136–01, and hoist electric box 91M P/N 332A67–2875–00, installed. The NPRM published in the **Federal Register** on April 28, 2021 (86 FR 22363). In the NPRM, the FAA proposed to require modifying and re-identifying the hoist operator control unit, replacing the fuses, and performing a functional test of the hoist operation and the emergency jettison controls. The NPRM also proposed to require reporting certain information and prohibit the installation of an affected hoist until the required actions are accomplished.

The NPRM was prompted by EASA AD 2019–0228, dated September 12, 2019 (EASA AD 2019–0228) to supersede DGAC AD 2002–585(A), dated November 27, 2002 (DGAC AD 2002–585(A)), issued by DGAC, which is the aviation authority for France. EASA, which is the Technical Agent for the Member States of the European Union, issued EASA AD 2019–0228 to correct an unsafe condition for Airbus Helicopters (AH), formerly Eurocopter, Eurocopter France, Aerospatiale Model AS 350 B, AS 350 BA, AS 350 BB, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, and AS 355 N helicopters. EASA advises that Airbus Helicopters identified translation errors in the service information required for compliance by DGAC AD 2002–585(A). Airbus Helicopters was also informed that there could be helicopters modified by that service information with incorrect installations. Prompted by these findings, Airbus Helicopters revised the related service information. Therefore, EASA issued EASA AD 2019–0228 to require modifying and re-identifying the hoist operator control unit, replacing the fuses, and performing a functional test of the hoist operation and the emergency jettison controls as intended by DGAC AD 2002–585(A) with the revised service information. EASA AD 2019–0228 also requires reporting certain information to Airbus Helicopters and prohibits the installation of an affected part on any helicopter unless it has been modified.

The NPRM also retains the requirements from AD 2003–25–01 for Model AS332C, C1, L, and L1 helicopters with a certain hoist and hoist box installed, based on DGAC AD 2002–584(A), dated November 27, 2002.

Additionally, since the FAA issued AD 2003–25–01, the FAA discovered that the applicability needed to be revised. This AD revises the applicability by distinguishing the hoist box installations by P/N, clarifying that Airbus Helicopters service information refers to a hoist box as a hoist operator's control unit, adding TRW, Lucas, and Air Equipement hoists for affected Model AS350-series and AS355-series helicopters, and adding an exception for affected helicopters to exclude those with a certain modification (MOD) installed.

Lastly, since the FAA issued AD 2003–25–01, Eurocopter France changed its name to Airbus Helicopters. This AD reflects that change and updates the contact information to obtain service documentation.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

These helicopters have been approved by both the authority of France and EASA and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with France and the European Union, DGAC and EASA have notified the FAA about the unsafe condition described in the ADs issued by each authority. The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these helicopters. With the exception of the minor editorial change of adding, ''With a'' in paragraph (c)(1)(ii) of this AD, this AD is adopted as proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Airbus Helicopters Alert Service Bulletin (ASB) No. 25.00.71, Revision 2, dated May 14, 2019 (ASB 25.00.71 Rev 2), Airbus Helicopters ASB No. 25.00.79, Revision 3, dated September 24, 2019 (ASB 25.00.79 Rev 3), and Eurocopter ASB No. 25.01.18, dated November 12, 2002 (ASB 25.01.18). ASB 25.00.71 Rev 2 applies to Model AS355-series helicopters, ASB 25.00.79 Rev 3 applies to Model AS350-series helicopters, and ASB 25.01.18 applies to Model AS332-series helicopters. ASB 25.00.71 Rev 2 and ASB 25.00.79 Rev 3 specify procedures to install MOD 07 3190, which consists of eliminating resistor 27M in the hoist operator's control unit 26M and replacing the 2.5A quick-response fuses on the Honeywell unit at 30 alpha or 21 delta for Model AS350-series helicopters or on the distribution panel 10 alpha for Model 355-series helicopters. ASB 25.00.71 Rev 2 and ASB 25.00.79 Rev 3 also specify reporting certain information to Airbus Helicopters. ASB 25.01.18 specifies procedures to install MOD 332PCS 78 288, which consists of eliminating resistor 81M in hoist box 91M and re-identifying the hoist box as 332P67–2894–01, –02, –03, or –04, depending on which electrical wiring assembly is installed in the helicopter.

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 the **ADDRESSES** section.

Other Related Service Information

The FAA also reviewed Airbus Helicopters ASB No. 25.00.71, Revision 1, dated May 21, 2014 (ASB 25.00.71 Rev 1), and ASB No. 25.00.79, Revision 1, dated May 21, 2014 (ASB 25.00.79 Rev 1) and Revision 2 (ASB 25.00.79 Rev 2), dated May 14, 2019.

ASB 25.00.71 Rev 1 specifies the same actions as ASB 25.00.71 Rev 2, except ASB 25.00.71 Rev 2 provides a reminder that MOD 07 3190 is mandatory and adds a reporting response form. ASB 25.00.79 Rev 1 and ASB 25.00.79 Rev 2 specify the same actions as ASB 25.00.79 Rev 3, except ASB 25.00.79 Rev 2 provides a reminder that MOD 07 3190 is mandatory and adds a reporting response form and ASB 25.00.79 Rev 3 adds Model AS350L1 to the effectivity.

Differences Between This AD and the EASA AD

EASA AD 2019–0228 applies to Model AS350BB helicopters, whereas this AD does not because that model is not FAA type-certificated. EASA AD 2019–0228 requires modifying affected parts within 100 flight hours or 2 months, whichever occurs first, whereas this AD requires these actions before next flight involving a hoist operation for Model AS350-series and AS355-series helicopters instead.

Costs of Compliance

The FAA estimates that this AD affects up to 977 helicopters of U.S. Registry. Labor rates are estimated at $85 per work-hour. Based on these numbers, the FAA estimates that operators may incur the following costs in order to comply with this AD.

Modifying and re-identifying the hoist operator control unit, replacing the fuses, and functionally testing the hoist operation and the emergency jettison controls takes about 4 work hours and parts cost about $20 for an estimated cost of $360 per helicopter and up to $351,720 for the U.S. fleet.

For Model AS350-series and AS355-series helicopters, reporting information takes about 1 work-hour for an estimated cost of $85 per helicopter and up to $82,195 for the U.S. fleet.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

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

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 2003–25–01, Amendment 39–13384 (68 FR 69596, December 15, 2003); and
■ b. Adding the following new airworthiness directive:

2021–14–07 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France): Amendment 39–21634; Docket No. FAA–2021–0340; Project Identifier MCAI–2020–01638–R.

(a) Effective Date

This airworthiness directive (AD) is effective August 19, 2021.

(b) Affected ADs

This AD replaces AD 2003–25–01, Amendment 39–13384 (68 FR 69596, December 15, 2003) (AD 2003–25–01).

(c) Applicability

This AD applies to:

(1) Airbus Helicopters (type certificate previously held by Eurocopter France) Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, as follows:

(i) With a Breeze 300 pound electric hoist (hoist) installed,

(ii) With a hoist box 91M part number (P/N) 332A67–2875–00 installed, and

(iii) Without Eurocopter modification (MOD) 332PCS 78 288, specified in Eurocopter Alert Service Bulletin (ASB) No. 25.01.18 dated November 12, 2002 (ASB No. 25.01.18) installed.

(2) Airbus Helicopters (type certificate previously held by Eurocopter France) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category, as follows:

(i) With a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist installed,

(ii) With a hoist box 26M P/N 350A63–1136–00 (AS350-series) or 350A63–1136–01 (AS355-series) installed, and

(iii) Without Airbus Helicopters (Eurocopter) MOD 07 3190 installed.

Note 1 to paragraph (c)(2): Airbus Helicopters service information refers to a hoist box as a hoist operator's control unit.

(d) Subject

Joint Aircraft System Component (JASC) Code 2500, Cabin Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by a test of a hoist that revealed an anomaly in the electrical control circuit. The FAA is issuing this AD to prevent failure of the hoist pyrotechnic squib electrical control unit. Lack of adequate current to activate the hoist pyrotechnic squib prohibits the ability of the pilot to cut the rescue hoist cable in the event of cable entanglement or other emergency. The unsafe condition, if not addressed, could result in 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) For Model AS332C, AS332C1, AS332L, and AS332L1 helicopters identified in paragraph (c) of this AD, within 100 hours time-in-service or within 2 months, whichever occurs first from January 20, 2004 (the effective date of AD 2003–25–01), modify and re-identify the hoist operator control unit, replace the fuses, and functionally test the hoist operation and the emergency jettison controls in accordance with the Accomplishment Instructions, paragraph 2.B., Operational Procedure, of Eurocopter ASB No. 25.01.18.

(2) For Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters identified in paragraph (c) of this AD:

(i) Before next flight involving a hoist operation after the effective date of this AD, modify and re-identify the hoist operator control unit, replace the fuses, and functionally test the hoist operation and the emergency jettison controls in accordance with the Accomplishment Instructions, paragraph 2.B., Operational Procedure, of Airbus Helicopters ASB No. 25.00.71, Revision 2, dated May 14, 2019 (ASB 25.00.71 Rev 2), or Airbus Helicopters ASB No. 25.00.79, Revision 3, dated September 24, 2019 (ASB 25.00.79 Rev 3), as applicable to your model helicopter.

(ii) Within 30 days after accomplishing the actions required by paragraph (g)(2)(i) of this AD, report the information in Appendix 4.A. of ASB 25.00.71 Rev 2 or ASB 25.00.79 Rev 3, as applicable to your model helicopter, by email to *support.technical-avionics.ah@airbus.com.*

(3) As of the effective date of this AD, do not install a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist identified in paragraphs (c)(1) or (2) of this AD unless the actions required by paragraphs (g)(1) or (2) have been accomplished, as applicable to your model helicopter.

(h) Credit for Previous Actions

Actions accomplished before the effective date of this AD by following the procedures in Airbus Helicopters ASB No. 25.00.71, Revision 1, dated May 21, 2014, or ASB No. 25.00.79, Revision 1, dated May 21, 2014 or Revision 2, dated May 14, 2019, as applicable to your model helicopter, are considered acceptable for compliance with the corresponding actions required in paragraph (g)(2)(i) of this AD. If you take credit, you must also accomplish the actions required by paragraph (g)(2)(ii) of this AD within 30 days after the effective date of this AD.

(i) Special Flight Permits

Special flight permits are prohibited for use of a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist identified in paragraphs (c)(1) or (2) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation 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 International Validation Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: *9-AVS-AIR-730-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.

(k) Related Information

(1) For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267–9167; email *hal.jensen@faa.gov*.

(2) Airbus Helicopters ASB No. 25.00.71, Revision 1, dated May 21, 2014, and Airbus Helicopters ASB No. 25.00.79, Revision 1, dated May 21, 2014 and Revision 2, dated May 14, 2019, which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (l)(5) and (6) of this AD.

(3) The subject of this AD is addressed in Direction Generale De L'Aviation Civile (DGAC) AD 2002–584(A), dated November 27, 2002, and European Union Aviation Safety Agency (EASA) AD 2019–0228, dated September 12, 2019. You may view the DGAC and EASA ADs at *https://www.regulations.gov* in Docket No. FAA–2021–0340.

(l) 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.

(3) The following service information was approved for IBR on August 19, 2021.

(i) Airbus Helicopters Alert Service Bulletin No. 25.00.71, Revision 2, dated May 14, 2019.

(ii) Airbus Helicopters Alert Service Bulletin No. 25.00.79, Revision 3, dated September 24, 2019.

(4) The following service information was approved for IBR on January 20,

2004 (68 FR 69596, December 15, 2003).

(i) Eurocopter Alert Service Bulletin No. 25.01.18, dated November 12, 2002.

(ii) [Reserved]

(5) For Airbus Helicopters and Eurocopter service information identified in this AD, contact Airbus Helicopters, 2701 North 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.*

(6) 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.

(7) 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 July 9, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021–15020 Filed 7–14–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0292; Airspace Docket No. 21–AGL–22]

RIN 2120–AA66

Establishment and Modification of Class E Airspace; Williston Basin, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area, designated as an extension to a Class D or Class E surface area, at Williston Basin International Airport, Williston, ND. This action also modifies the Class E airspace extending upward from 700 feet above the surface. The airspace modifications support the establishment of new instrument procedures for runways 04 and 22. This action also updates the geographic coordinates in the Class E2 and Class E5 text headers. The airspace supports instrument flight rules (IFR) operations at the airport.

DATES: Effective 0901 UTC, October 7, 2021. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, 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 Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email *fedreg.legal@nara.gov* or go to *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

FOR FURTHER INFORMATION CONTACT: Matthew Van Der Wal, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3695.

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 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 establishes Class E and modifies Class E airspace at Williston Basin International Airport, Williston, ND, to ensure the safety and management of IFR operations at the airport.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 21672; April 23, 2021) for Docket No. FAA–2021–0292 to modify the Class E airspace at Williston Basin International Airport, Williston, ND. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

After the publication of the NPRM, the FAA determined that Class E4 airspace should be established versus modifying the Class E2 airspace. This action corrects the NPRM by establishing Class E4 airspace. This airspace area is designed to contain IFR aircraft descending below 1,000 feet above the surface on the VOR RWY 22 approach. The new Class E4 area is identical to the Class E2 modification that was proposed in the NPRM. The airspace is described as ''That airspace extending upward from the surface within 2.4 miles each side of the 045° bearing from the airport, extending from the Class E2's 4.2-mile radius to 6.8 miles northeast of the airport.''

Class E2, E4, and E5 airspace designations are published in paragraphs 6002, 6004, and 6005 of FAA Order 7400.11E, dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to 14 CFR part 71 establishes a Class E airspace area, designated as an extension to a Class D or Class E surface area, at Williston Basin International Airport, Williston, ND. This airspace area is established northeast of the airport and is designed to contain arriving IFR aircraft descending below 1,000 feet above the surface on the VOR RWY 22 approach.

Additionally, this action modifies the Class E airspace extending upward from 700 feet above the surface. This airspace is designed to contain arriving IFR aircraft descending below 1,500 feet above the surface and departing IFR aircraft until reaching 1,200 feet above the surface. An area northeast and