

before further flight using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature."

(3) This AD does not adopt the "Remarks" section of EASA AD 2024-0060R1.

#### (i) No Reporting Required

Although EASA AD 2024-0060R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

#### (j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (k) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov). Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (h)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

#### (k) Additional Information

For more information about this AD, contact Dat Le, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7317; email [dat.v.le@faa.gov](mailto:dat.v.le@faa.gov).

#### (l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024-0060R1, dated April 16, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this EASA AD on the EASA website [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations), or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on September 13, 2024.

**Peter A. White,**

*Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2024-24466 Filed 10-23-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2024-1886; Project Identifier AD-2023-01018-R; Amendment 39-22862; AD 2024-20-03]**

**RIN 2120-AA64**

#### Airworthiness Directives; Robinson Helicopter Company Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for Robinson Helicopter Company (Robinson Helicopter) Model R22 Beta, R22 Mariner, R44, and R44 II helicopters with a certain governor controller installed. This AD was prompted by reports of engine governor failure, which was a result of water intrusion inside of the governor controller. This AD requires replacing certain governor controllers and prohibits installing those governor controllers on any helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective November 29, 2024.

The Director of the Federal Register approved the incorporation by reference

of certain publications listed in this AD as of November 29, 2024.

#### ADDRESSES:

*AD Docket:* You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-1886; 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.

*Material Incorporated by Reference:*

- For Robinson Helicopter material identified in this AD, contact Robinson Helicopter Company, Technical Support Department, 2901 Airport Drive, Torrance, CA 90505; phone: (310) 539-0508; fax: (310) 539-5198; email: [ts1@robinsonheli.com](mailto:ts1@robinsonheli.com); or at [robinsonheli.com](http://robinsonheli.com).

- You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-1886.

*Other Related Material:* For Robinson Helicopter material identified in this AD, contact Robinson Helicopter Company at its contact information under *Material Incorporated by Reference* above.

**FOR FURTHER INFORMATION CONTACT:** Eric Moreland, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5364; email: [eric.r.moreland@faa.gov](mailto:eric.r.moreland@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Robinson Helicopter Model R22 Beta, R22 Mariner, R44, and R44 II helicopters with a governor controller part number (P/N) D270-1, Revision A through E inclusive, installed. The NPRM published in the **Federal Register** on July 17, 2024 (89 FR 58084). The NPRM was prompted by three reports of governor controller failures involving Robinson Helicopter Model R22 Beta and R44 II helicopters. Prior to these governor controller failures, several operators notified Robinson Helicopter of a malfunction of the governor controller. As a result of an investigation, it has been determined

that the root cause for these malfunctions is water intrusion in the circuit board of the governor controller. In light of this, Robinson Helicopter issued service bulletins which specify exchanging the existing governor controller with a governor which provides additional moisture protection.

In the NPRM, the FAA proposed to require removing any governor controller P/N D270–1, Revision A thru E inclusive, from service and installing a governor controller P/N D270–1, Revision F or later approved revision. In the NPRM, the FAA also proposed to prohibit installing governor controller P/N D270–1, Revision A through E inclusive, on any helicopter, since the affected parts may also be installed on Robinson Helicopter Model R22 Mariner and R44 helicopters. The unsafe condition, if not addressed, could result in loss of engine speed governing such as an engine overspeed or underspeed condition, and subsequent unexpected loss of power during critical phases of flight and landing. 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 one commenter, Robinson Helicopter, who stated that they had no comment.

##### Conclusion

The FAA reviewed the relevant data, considered the comment 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, this AD is adopted as proposed in the NPRM.

#### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Robinson Helicopter R22 Service Bulletin SB–121 and Robinson Helicopter R44 Service Bulletin SB–114, each dated June 28, 2023 (SB–121 and SB–114). This material specifies procedures for removing governor controller, part number D270–1, Revision A thru E, and replacing it with governor controller P/N D270–1, Revision F (or subsequent). This material 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 Material

The FAA also reviewed Robinson R22 and R44 Engine Monitoring Unit (EMU)

Technician's PC Software Guide, dated Oct 9, 2020. This material provides information to program the new EMU ID for the governor controller.

#### Differences Between This AD and the Referenced Material

The referenced material applies to Robinson Helicopter Model R22-series and R44-series helicopters with certain P/N D270–1 governor controllers installed and also identifies which serial-numbered helicopters the affected parts were factory installed on, whereas this AD applies to all Robinson Helicopter Model R22 Beta, R22 Mariner, R44, and R44 II helicopters with a certain P/N D270–1 governor controller installed. This AD requires accomplishing certain actions specified in SB–121 or SB–114, as applicable to your helicopter model, except the procedures in paragraph 4. of SB–121 and SB–114 must be accomplished by persons authorized under 14 CFR 43.3., instead of “an appropriately rated person.”

#### Costs of Compliance

The FAA estimates that this AD affects 140 helicopters of U.S. registry. Labor costs are estimated at \$85 per work-hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Replacing the governor controller will take 2 work-hours and parts will cost \$1,800 for an estimated cost of \$1,970 per helicopter and \$275,800 for the U.S. fleet.

#### 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 adding the following new airworthiness directive:

**2024–20–03 Robinson Helicopter Company:**  
Amendment 39–22862; Docket No. FAA–2024–1886; Project Identifier AD–2023–01018–R.

##### (a) Effective Date

This airworthiness directive (AD) is effective November 29, 2024.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to all Robinson Helicopter Company Model R22 Beta, R22 Mariner, R44, and R44 II helicopters, certificated in any category, with a governor controller part number (P/N) D270–1, Revision A through E inclusive, installed.

##### (d) Subject

Joint Aircraft System Component (JASC) Code: 2700, Flight Control System.

##### (e) Unsafe Condition

This AD was prompted by reports of engine governor failures caused by water intrusion. The FAA is issuing this AD to prevent engine governor failures. The unsafe

condition, if not addressed, could result in loss of engine speed governing such as an engine overspeed or underspeed condition, and subsequent unexpected loss of power during critical phases of flight and landing.

#### (f) Compliance

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

#### (g) Required Actions

(1) Within 90 days after the effective date of this AD, remove the governor controller from service and install a governor controller P/N D270-1, Revision F or later approved revision by following the Compliance Procedure, paragraphs 2. through 5., of Robinson Helicopter Company R22 Service Bulletin SB-121 or R44 Service Bulletin SB-114, each dated June 28, 2023 (SB-121 or SB-114), as applicable to your helicopter model, except the procedures in paragraph 4. of SB-121 and SB-114 must be accomplished by persons authorized under 14 CFR 43.3.

(2) As of the effective date of this AD, do not install any governor controller P/N D270-1, Revision A through E inclusive, on any helicopter.

#### (h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West Certification 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 West Certification Branch, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto: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) Additional Information

For more information about this AD, contact Eric Moreland, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5364; email: [eric.r.moreland@faa.gov](mailto:eric.r.moreland@faa.gov).

#### (j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Robinson Helicopter Company R22 Service Bulletin SB-121, dated June 28, 2023.

(ii) Robinson Helicopter Company R44 Service Bulletin SB-114, dated June 28, 2023.

(3) For Robinson Helicopter Company material identified in this AD, contact Robinson Helicopter Company, Technical Support Department, 2901 Airport Drive, Torrance, CA 90505; phone: (310) 539-0508;

fax: (310) 539-5198; email: [ts1@robinsonheli.com](mailto:ts1@robinsonheli.com); or at [robinsonheli.com](mailto:robinsonheli.com).

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, 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 material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locationsoremailfr.inspection@nara.gov](http://www.archives.gov/federal-register/cfr/ibr-locationsoremailfr.inspection@nara.gov).

Issued on October 3, 2024.

**Steven W. Thompson,**

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

[FR Doc. 2024-24531 Filed 10-23-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2024-0020; Airspace Docket No. 23-AAL-19]

RIN 2120-AA66

#### Revocation of Jet Route J-179 and Amendment of United States Area Navigation Route Q-10 in the Vicinity of Emmonak, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes Jet Route J-179 in its entirety and amends United States Area Navigation Route (RNAV) Q-10 in the vicinity of Emmonak, AK. The FAA is taking this action due to the pending decommissioning of the Aniak, AK, Nondirectional Radio Beacon (NDB) and the St Marys, AK, NDB.

**DATES:** Effective date 0901 UTC, December 26, 2024. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/](http://www.faa.gov/air_traffic/)

*publications/*. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

##### History

The FAA published a NPRM for Docket No. FAA 2024-0020 in the **Federal Register** (89 FR 3900; January 22, 2024), proposing to revoke J-179 and amend Q-10 in Alaska. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received and was in favor of this action.

##### Incorporation by Reference

Jet Routes are published in paragraph 2004 and United States Area Navigation Routes are published in paragraph 2006 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.