

**(f) Compliance**

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

**(g) Required Actions**

Within 300 hours time-in-service or 12 months after the effective date of this AD, whichever occurs first, with the fanwheel removed, inspect each bracket installed on the fan scroll housing for looseness (bracket can be moved by hand) and fretting and accomplish the actions in paragraphs (g)(1) or (2) of this AD, as applicable.

(1) If there is no looseness of any bracket and no fretting, before further flight, visually inspect the fiberglass adjacent to the rivets of the fan scroll housing for delamination.

(i) If there is any delamination in the fiberglass, before further flight, remove the fan scroll housing from service and install an airworthy fan scroll housing using  $\frac{5}{32}$ -inch rivets (3 rivets on each top bracket and 6 rivets on the bottom bracket). Figure 1 of Robinson Helicopter Company R44 Service Letter SL-61B, Revision B, dated March 16, 2023 (SL-61B) depicts the location of each bracket and rivet.

(ii) If there is no delamination in the fiberglass, before further flight, inspect for the installation of  $\frac{5}{32}$ -inch rivets in all 12 locations (3 rivets on each top bracket and 6 rivets on the bottom bracket) depicted in Figure 1 of SL-61B. If a  $\frac{5}{32}$ -inch rivet is not installed in all 12 locations, before further flight, replace each incorrectly sized rivet and each missing rivet with a  $\frac{5}{32}$ -inch rivet.

(iii) Apply a horizontal torque stripe to each rivet.

(2) If any bracket is loose or has any fretting, before further flight, remove all brackets and inner plates from the fan scroll housing and accomplish the actions in paragraphs (g)(2)(i) through (iv) of this AD.

(i) For each bracket with fretting, before further flight, remove the bracket from service and replace it with an airworthy bracket.

(ii) Visually inspect each bracket and inner plate for cracks and deformation, visually inspect the fiberglass adjacent to the rivets of the fan scroll housing for delamination, and visually inspect each fan scroll housing rivet hole for delamination and other damage, which may be indicated by fretting.

(A) If a bracket or inner plate has any cracks or deformation, before further flight, remove the affected part from service and replace it with an airworthy part.

(B) If there is any delamination in the fiberglass or in any fan scroll housing rivet hole, before further flight, remove the fan scroll housing from service and install an airworthy fan scroll housing using  $\frac{5}{32}$ -inch rivets (3 rivets on each top bracket and 6 rivets on the bottom bracket). Figure 1 of SL-61B depicts the location of each bracket and rivet.

(C) If there is other damage in any fan scroll housing rivet hole, before further flight, repair the rivet hole in accordance with FAA-approved procedures.

(iii) After accomplishing the actions in paragraphs (g)(2)(i) and (ii) of this AD, when installing or reinstalling the brackets and inner plates on the fan scroll housing, use

$\frac{5}{32}$ -inch rivets in all 12 locations depicted in Figure 1 of SL-61B (3 rivets on each top bracket and 6 rivets on the bottom bracket).

(iv) Apply a horizontal torque stripe to each rivet.

**(h) Special Flight Permits**

A one-time special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to fly the aircraft to a location where the actions required by this AD can be accomplished. This flight must be a non-revenue flight and limited to only essential flight crew.

**(i) 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 (j) of this AD. Information may be emailed to: *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.

**(j) Related Information**

For more information about this AD, contact Charles Ayala, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5226; email: *Charles.L.Ayala@faa.gov*.

**(k) 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 the AD specifies otherwise.

(i) Robinson Helicopter Company R44 Service Letter SL-61B, Revision B, dated March 16, 2023.

**Note 3 to paragraph (k)(2)(i):** The material identified in paragraph (k)(2)(i) of this AD is co-published as one document along with Robinson Helicopter Company R22 Service Letter SL-74B, Revision B, dated March 16, 2023, which is not incorporated by reference in this AD.

(ii) [Reserved]

(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*; or at *robinsonheli.com*.

(4) You may view this material at the FAA, Office of Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., 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-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email: *fr.inspection@nara.gov*.

Issued on November 4, 2024.

**Victor Wicklund,**

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

[FR Doc. 2024-28178 Filed 12-2-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2023-1624; Airspace Docket No. 24-ACE-7]

**RIN 2120-AA66**

**Establishment of Class E Airspace; Rose Hill, KS**

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

**ACTION:** Final rule, delay of effective date.

**SUMMARY:** This action delays the effective date of a final rule published in the **Federal Register** on November 18, 2024, establishing Class E airspace at Rose Hill, KS to support new public instrument procedures. The FAA is delaying the effective date to allow sufficient time for charting cut-off date compliance.

**DATES:** The effective date of the final rule published on November 18, 2024 (89 FR 90578) is delayed from December 26, 2024, to February 20, 2025. The Director of the Federal Register approved 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.

**FOR FURTHER INFORMATION CONTACT:** Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5874.

**SUPPLEMENTARY INFORMATION:****Background**

The FAA published a final rule in the **Federal Register** for Docket No. FAA-2023-1624 (89 FR 90578, November 18, 2024) establishing Class E airspace at Rose Hill, KS to support new public instrument procedures. The effective date for that final rule is December 26, 2024. After the final rule was published, the FAA determined that the effective date did not coincide with the FAA's charting cut-off date.

Class E airspace designations are published in paragraph 6005 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 online at [www.faa.gov/air\\_traffic/publications/](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.

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

### Good Cause for No Notice and Comment

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) 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 seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the brief length of the extension of the effective date and the fact that there is no substantive change to the rule.

### Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule for Airspace Docket 24-ACE-7, as published in the **Federal Register** on November 18, 2024 (89 FR 90578), FR Doc. 2024-26734, is hereby delayed until February 20, 2025.

**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.

Issued in Fort Worth, Texas, on November 26, 2024.

**Steven Phillips,**

*Acting Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2024-28224 Filed 12-2-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG-2024-0956]

RIN 1625-AA00

### Safety Zone; Glen Island Approach Bridge, Long Island Sound, New Rochelle, NY

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary interim rule and request for comments.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for certain waters of Long Island Sound in the vicinity of the Glen Island Approach Bridge, New Rochelle, NY, for construction vessels and machinery involved in the rehabilitation project of the bridge. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the bridge construction between December 2, 2024, through May 27, 2027. When enforced, this regulation prohibits persons and vessels from being in the safety zone unless authorized by the Captain of the Port New York or a designated representative.

**DATES:** This rule is effective without notice from December 3, 2024, through 5 p.m. on May 27, 2027. For the purposes of enforcement, actual notice will be used from midnight on December 2, 2024, until December 3, 2024. This rule will only be enforced during periods when construction operations at the bridge are in progress.

Comments and related material must be received by the Coast Guard on or before March 3, 2025.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2024-0956 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, call or email Jeffrey Yunker, Waterways Management Division, U.S. Coast Guard Sector New York; telephone 718-354-4195, email [Jeffrey.M.Yunker@uscg.mil](mailto:Jeffrey.M.Yunker@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### I. Table of Abbreviations

CFR Code of Federal Regulations  
COTP Captain of the Port New York  
DHS Department of Homeland Security

FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

## II. Background Information and Regulatory History

On August 26, 2024, the Westchester County Department of Public Works and Transportation notified the U.S. Coast Guard of the Glen Island Bridge rehabilitation project and the need for waterway closures on the Long Island Sound. This project will establish a temporary bridge to Glen Island while the current bridge undergoes repairs. The Westchester County and the New Rochelle Harbor Master have provided information to the public and interested stakeholders through an established project page maintained by the county located at <https://publicworks.westchestergov.com/glen-island-approach-bridge-rehabilitation>. This project page has been updated throughout the project and will be maintained to provide updated information to the public until the bridge rehabilitation project is finished. The contractor Kiewit Infrastructure Company has already conducted public outreach meetings with affected mariners and plans additional meetings to address any concerns with regards to the waterway closures in the future.

The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because prompt action is needed to respond to the potential safety hazards associated with the establishment of a temporary bridge and bridge repairs to the existing Glen Island Bridge. Publishing an NPRM would be impracticable and contrary to public interest because a safety zone must be established by December 2, 2024, to ensure that the construction project is not delayed. Any delay in the project would adversely impact vehicle users and mariners in the future.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule would be impracticable because prompt action is needed to respond to the potential safety hazards associated with the establishment of a