

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF AGRICULTURE

### Food and Nutrition Service

#### 7 CFR Part 273

[FNS-2016-0037]

RIN 0584-AE33

#### Supplemental Nutrition Assistance Program (SNAP): Employment and Training Program Monitoring, Oversight and Reporting Measures; Correction

**AGENCY:** Food and Nutrition Service (FNS), U.S. Department of Agriculture (USDA).

**ACTION:** Final rule; correction.

**SUMMARY:** The Food and Nutrition Service is correcting a final rule that appeared in the **Federal Register** on November 18, 2024. The document implements statutory requirements and policy improvements to strengthen the employment and training (E&T) program through the collection of information to determine the overall effectiveness of the E&T program in reaching the goal of assisting participants in obtaining the skills necessary to obtain and retain employment.

**DATES:** Effective January 17, 2025.

**FOR FURTHER INFORMATION CONTACT:** Loretta Robertson, Senior Program Analyst, SNAP Office of Employment and Training—5th Floor, USDA Food and Nutrition Service, 1320 Braddock Place, Alexandria, VA 22314 or at [loretta.robertson@usda.gov](mailto:loretta.robertson@usda.gov), 703-605-3214.

**SUPPLEMENTARY INFORMATION:** In FR Doc. 2024-26809, appearing on page 90547 in the **Federal Register** of Monday, November 18, 2024, the following corrections are made:

■ 1. For § 273.7:

■ i. On page 90568, in the second column, correct amendatory instruction 4; and

■ ii. On page 90569, in the second column, correct paragraphs (c)(17)(iii)(E) and (c)(17)(v)(C).

The corrections read as follows:

■ 4. Amend § 273.7 by revising paragraphs (c)(6)(xviii) and (c)(16) and (17) to read as follows:

**§ 273.7 [Corrected]**

\* \* \* \* \*

(c) \* \* \*

(17) \* \* \*

(iii) \* \* \*

(E) E&T participants who obtained high school diploma or equivalency prior to referral to E&T services; and  
\* \* \* \* \*

(v) \* \* \*

(C) E&T participants who obtained high school diploma or equivalency prior to referral to E&T services;  
\* \* \* \* \*

**Tameka Owens,**

*Acting Administrator and Assistant Administrator, Food and Nutrition Service.*

[FR Doc. 2024-28363 Filed 12-4-24; 8:45 am]

**BILLING CODE 3410-30-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-2545; Project Identifier MCAI-2024-00672-R; Amendment 39-22901; AD 2024-24-51]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Helicopters

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model EC225LP helicopters. The FAA previously sent this AD as an emergency AD to all known U.S. owners and operators of these helicopters. This AD was prompted by a report of a cracked main rotor hub (MRH) sleeve. This AD requires repetitively inspecting certain MRH sleeves and prohibits installing those MRH sleeves unless the inspection is done, as specified in a European Union Aviation Safety Agency

(EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective December 20, 2024. Emergency AD 2024-24-51, issued on November 20, 2024, which contains the requirements of this amendment, was effective with actual notice.

The Director of the Federal Register approved the incorporation by reference of a certain publication identified in this AD as of December 20, 2024.

The FAA must receive comments on this AD by January 21, 2025.

**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 [regulations.gov](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.

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-2545; 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 mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

**Material Incorporated by Reference:**

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

- 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](https://www.regulations.gov) under Docket No. FAA-2024-2545.

**FOR FURTHER INFORMATION CONTACT:** Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (404) 474-5548; email: [william.mccully@faa.gov](mailto:william.mccully@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2024-2545; Project Identifier MCAI-2024-00672-R” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

**Confidential Business Information**

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (404) 474-5548; email: [william.mccully@faa.gov](mailto:william.mccully@faa.gov). Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

The FAA issued Emergency AD 2024-24-51, dated November 20, 2024 (the emergency AD), to address an unsafe

condition on all Airbus Helicopters Model EC225LP helicopters. The FAA sent the emergency AD to all known U.S. owners and operators of these helicopters. The emergency AD requires repetitively inspecting MRH sleeves having P/N 332A31-3071-00 and, depending on the results, replacing the MRH sleeve and its two blade pins. The emergency AD also prohibits installing this part-numbered MRH sleeve on any helicopter unless its requirements are met.

The emergency AD was prompted by Emergency AD 2024-0215-E, dated November 14, 2024, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA Emergency AD 2024-0215-E) (also referred to as the MCAI), to correct an unsafe condition on Airbus Helicopters EC 225 LP helicopters. This reported crack is the second crack in the same area of this part-numbered MRH sleeve. The FAA issued Emergency AD 2022-14-51, issued on July 1, 2022, which published as a Final rule; request for comments in the **Federal Register** on July 19, 2022 (87 FR 42951), following EASA Emergency AD 2022-0130-E, dated June 30, 2022 (EASA Emergency AD 2022-0130-E), to address the unsafe condition of the first crack. The MCAI states that investigation of the second cracked MRH sleeve determined that its crack initiation could not be attributed to the root cause of cracking in the same part-numbered MRH sleeve addressed by EASA Emergency AD 2022-0130-E. EASA considers the MCAI an interim action.

The FAA is issuing this AD to detect cracking in an MRH sleeve. This condition, if not addressed, could result in structural failure of an MRH sleeve, loss of a main rotor blade, and subsequent loss of control of the helicopter.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-2545.

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

The FAA reviewed EASA Emergency AD 2024-0215-E, which requires repetitively inspecting MRH sleeves having P/N 332A31-3071-00 and, depending on the results, replacing the MRH sleeve and its two blade pins. EASA Emergency AD 2024-0215-E also prohibits installing this part-numbered MRH sleeve on any helicopter unless its requirements are met.

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.

**FAA’s Determination**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**AD Requirements**

This AD requires accomplishing the actions specified in EASA Emergency AD 2024-0215-E, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this AD.

**Explanation of Required Compliance Information**

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, EASA Emergency AD 2024-0215-E is incorporated by reference in this AD. This AD requires compliance with EASA Emergency AD 2024-0215-E in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA Emergency AD 2024-0215-E does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA Emergency AD 2024-0215-E. Material required by EASA Emergency AD 2024-0215-E for compliance will be available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-2545 after this AD is published.

**Interim Action**

The FAA considers that this AD is an interim action. If final action is later identified, the FAA might consider further rulemaking then.

**Justification for Immediate Adoption and Determination of the Effective Date**

Section 553(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 required the immediate adoption of Emergency AD # 2024–24–51, issued on November 20, 2024, to all known U.S. owners and operators of these helicopters. The FAA found that the risk to the flying public justified waiving notice and comment prior to adoption of this rule because an MRH sleeve is part of an assembly that is critical to flight of a helicopter. In addition, cracking of the MRH sleeve may lead to catastrophic destruction of the main rotor head and loss of the helicopter. Since a second crack has occurred in the same area of the affected MRH sleeve, and as the FAA has no information pertaining to the extent of cracking of MRH sleeves that may currently exist in helicopters, the initial actions required by this AD must be accomplished before the first flight of the day. These conditions still exist, therefore, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forego notice and comment.

#### Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

#### Costs of Compliance

The FAA estimates that this AD affects 29 helicopters of U.S. registry. Labor rates are estimated at \$85 per work-hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Inspecting the MRH sleeves (up to 5 affected MRH sleeves per helicopter) will take 1 work-hour for an estimated cost of up to \$85 per helicopter and \$2,465 for the U.S. fleet, per inspection

cycle. If required, replacing an MRH sleeve and its two blade pins will take 6 work-hours and parts will cost \$115,000 for an estimated cost of \$115,510 per replacement.

#### 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, and
- (2) Will not affect intrastate aviation in Alaska.

#### 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:

##### 2024–24–51 Airbus Helicopters:

Amendment 39–22901; Docket No. FAA–2024–2545; Project Identifier MCAI–2024–00672–R.

##### (a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2024–24–51 on November 20, 2024, directly to affected owners and operators. As a result of such actual notice, the emergency AD was effective for those owners and operators on the date it was provided. This AD contains the same requirements as the emergency AD and, for those who did not receive actual notice, is effective on December 20, 2024.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to Airbus Helicopters Model EC225LP helicopters, certificated in any category.

##### (d) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

##### (e) Unsafe Condition

This AD was prompted by a report of a cracked main rotor hub (MRH) sleeve. The FAA is issuing this AD to detect cracking in an MRH sleeve. The unsafe condition, if not addressed, could result in structural failure of an MRH sleeve, loss of a main rotor blade, and subsequent loss of control of the helicopter.

##### (f) Compliance

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

##### (g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency Emergency AD 2024–0215–E, dated November 14, 2024 (EASA Emergency AD 2024–0215–E).

##### (h) Exceptions to EASA Emergency AD 2024–0215–E

(1) Where EASA Emergency AD 2024–0215–E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA Emergency AD 2024–0215–E refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA Emergency AD 2024–0215–E specifies “eligible for installation in accordance with AH instructions,” this AD requires replacing that text with “eligible for installation.”

(4) This AD does not adopt Note 1 of EASA Emergency AD 2024–0215–E.

(5) Where the material referenced in EASA Emergency AD 2024–0215–E specifies

sending the MRH sleeve to the manufacturer, this AD does not require that action.

(6) This AD does not adopt the "Remarks" section of EASA Emergency AD 2024–0215–E.

**(i) No Reporting Requirement**

Although the material referenced in EASA Emergency AD 2024–0215–E specifies to submit certain information to the manufacturer, this AD does not require that action.

**(j) Special Flight Permits**

Special flight permits are prohibited.

**(k) 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 (l) of this AD and email 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.

**(l) Additional Information**

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (404) 474–5548; email: [william.mccully@faa.gov](mailto:william.mccully@faa.gov).

**(m) 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) European Union Aviation Safety Agency (EASA) Emergency AD 2024–0215–E, dated November 14, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +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 the EASA material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material at 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-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on November 26, 2024.

**Steven W. Thompson,**

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

[FR Doc. 2024–28554 Filed 12–3–24; 11:15 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA–2024–2062; Airspace Docket No. 24–ASO–27]**

**RIN 2120–AA66**

**Establishment of Class D Airspace and Amendment of Class E Airspace; Auburn, AL**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class D airspace and amends Class E airspace extending upward from 700 feet above the surface for Auburn University Regional Airport, Auburn, AL, as a new air traffic control tower services the airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

**DATES:** Effective 0901 UTC, February 20, 2025. 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 a day, 365 days a year.

FAA Order JO 7400.11J, Airspace Designations, and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air-traffic/publications/](http://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.

**FOR FURTHER INFORMATION CONTACT:** Robert Scott Stuart, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone: (404) 305–5926.

**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 D airspace at Auburn University Regional Airport, Auburn, AL.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA 2024–2062 in the **Federal Register** (89 FR 78832; September 26, 2024), proposing to establish Class D airspace and amend Class E airspace extending upward from 700 feet above the surface for Auburn University Regional Airport, Auburn, AL. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Three favorable comments supporting the establishment of controlled airspace at Auburn University Regional Airport were received.

**Incorporation by Reference**

Class D and Class E airspace are published in paragraphs 5000 and 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 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.

**The Rule**

This action amends 14 CFR part 71 by establishing Class D airspace for Auburn University Regional Airport, Auburn, AL, as a new air traffic control tower services the airport. Also, an airspace evaluation resulted in an amendment to decrease the size of the existing Class E