

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, 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:

**2024–02–55 Bell Textron Canada Limited:**  
Amendment 39–22674; Docket No. FAA–2024–0226; Project Identifier MCAI–2024–00069–R.

#### (a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2024–02–55 on January 26, 2024, directly to affected owners and operators. As a result of such actual notice, that emergency AD was effective for those owners and operators on the date it was provided. This AD contains the same requirements as that emergency AD and, for those who did not receive actual notice, is effective on March 14, 2024.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada Emergency AD CF–2024–03, dated January 25, 2024 (Transport Canada AD CF–2024–03).

#### (d) Subject

Joint Aircraft System Component (JASC) Code: 5532 Vertical stabilizer, plates/skin.

#### (e) Unsafe Condition

This AD was prompted by multiple occurrences of the vertical stabilizer top end cap assembly being found cracked, with some cases including the departure of the navigation/very high frequency omnidirectional range (VOR)/glide slope antenna and tuning weight from the helicopter during flight. The FAA is issuing this AD to detect cracking on the vertical stabilizer top end cap assembly. The unsafe condition, if not addressed, could result in the antenna or tuning weight departing from the helicopter and impacting and damaging the tail rotor, resulting in the loss of directional control of the helicopter.

#### (f) Compliance

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

#### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2024–03.

#### (h) Exceptions to Transport Canada AD CF–2024–03

- (1) Where Transport Canada AD CF–2024–03 refers to its effective date, this AD requires using the effective date of this AD.
- (2) Where Transport Canada AD CF–2024–03 refers to “air time,” this AD requires replacing those words with “hours time-in-service.”

#### (i) Special Flight Permits

Special flight permits are prohibited.

#### (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) of this AD or email to: [9-AVS-AIR-730-AMOC@faa.gov](mailto:9-AVS-AIR-730-AMOC@faa.gov). If mailing information, also submit information by email.

(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

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).

#### (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 this AD specifies otherwise.

(i) Transport Canada Emergency AD CF–2024–03, dated January 25, 2024.

(ii) [Reserved]

(3) For Transport Canada Emergency AD CF–2024–03, contact Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone 888–663–3639; email [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca); internet [tc.canada.ca/en/aviation](http://tc.canada.ca/en/aviation). You may find the Transport Canada material on the Transport Canada website at [wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/ad\\_qs1.aspx](http://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/ad_qs1.aspx).

(4) 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.

(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 February 23, 2024.

**Caitlin Locke,**

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

[FR Doc. 2024–04172 Filed 2–26–24; 11:15 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–0368; Airspace Docket No. 23–AEA–16]

RIN 2120–AA66

#### Amendment of United States Area Navigation (RNAV) Route Q–97; Maine

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the description of United States Area Navigation (RNAV) Route Q–97 by

changing the name of the DLAAY, MD, waypoint (WP) to the BYSEL, MD, WP; changing the type of point for the SAWED, VA, and KALDA, VA, route points from being listed as a “Fix” to a “WP”; and correcting the geographic coordinates listed for the existing route points between the JEVED, GA, WP and the Presque Isle, ME (PQI), Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) navigational aid. The FAA is taking these actions to match the FAA National Airspace System Resource (NASR) database information. These actions are editorial amendments only and do not alter the alignment, dimensions, or operating requirements of Q–97.

**DATES:** Effective date 0901 UTC, May 16, 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 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 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed 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, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Brian Vidis, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; 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**

On July 25, 2023, the FAA published a final rule for Docket No. FAA–2023–1276 in the **Federal Register** (88 FR 47762) amending Q–97 in support of the FAA’s Northeast Corridor Atlantic Coast Routes (NEC ACR) Optimization Project. The amendment removed eight WPs and one Fix from the route because they did not denote a turn of one degree or more and moved the DLAAY, MD, WP along the route south of its previous position to deconflict New York arrival traffic from departures climbing southbound on RNAV Routes Q–97 and Q–167. The effective date of those amendments was October 5, 2023.

Subsequent to the amendment of Q–97, the FAA identified a safety related issue caused by the similar sounding WP names of the DLAAY WP and the ZJAAY, MD, WP that is located approximately 25 nautical miles from the DLAAY WP. The similar sounding WP names have caused confusion and frequent communication errors between air traffic control and flight crews. To eliminate the confusion and potential future communications errors, the FAA is changing the DLAAY WP name to the BYSEL, MD, WP and keeping the same geographic coordinates for the WP position.

Additionally, since amending Q–97 as noted above, the SAWED, VA, Fix and the KALDA, VA, Fix listed in the route description was changed from a Fix to a WP in the FAA NASR database. Accordingly, this action is updating the type of route point of the SAWED Fix and KALDA Fix in the Q–97 description from being listed as a “Fix” to a “WP”.

Finally, when the final rule for Docket No. FAA–2023–1276 was published, the geographic coordinates listed for the route points from the TOVAR, FL, WP to the WOPNR, OA, WP were inadvertently repeated for the route points extending from the JEVED, GA, WP to the Presque Isle, ME, VOR/DME. To correct this error, the FAA is correcting the geographic coordinates for the route points extending from the JEVED WP to the Presque Isle VOR/DME to match the FAA’s NASR database information for each point.

**Incorporation by Reference**

United States Area Navigation Routes (Q-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 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H 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 amending RNAV Route Q–97 by changing the name of the DLAAY, MD, WP to the BYSEL, MD, WP; changing the type of point of the SAWED, VA and KALDA, VA, route points from “Fix” to “WP”; and correcting the geographic coordinates listed for the existing route points from the JEVED, GA, WP to the Presque Isle, ME, VOR/DME.

These editorial amendments to the Q–97 description are made to ensure the route matches the FAA NASR database information and charted depiction of the route. The changed BYSEL WP name, the changed type of route point for the SAWED WP and KALDA WP, and the corrected geographic coordinates for the route points between the JEVED WP and the Presque Isle VOR/DME are listed in the Q–97 description in the regulatory text of this final rule.

Since this action merely involves editorial amendments in the Part 71 description of U.S. RNAV Route Q–97, and does not involve a change in the alignment, dimensions, or operating requirements of that route, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial

number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that these editorial amendment actions of RNAV route Q-97, to match the existing FAA NASR database information and charted route depiction, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and

Reporting Points). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**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.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

*Paragraph 2006 United States Area Navigation Routes.*

\* \* \* \* \*

**Q-97 TOVAR, FL to Presque Isle, ME (PQI) [Amended]**

TOVAR, FL	WP	(Lat. 26°33'05.09" N, long. 080°02'19.75" W)
MALET, FL	FIX	(Lat. 28°41'29.90" N, long. 080°52'04.30" W)
DEBRL, FL	WP	(Lat. 29°17'48.73" N, long. 081°08'02.88" W)
KENLL, FL	WP	(Lat. 29°34'28.35" N, long. 081°07'25.26" W)
PRMUS, FL	WP	(Lat. 29°49'05.67" N, long. 081°07'20.74" W)
WOPNR, OA	WP	(Lat. 30°37'36.03" N, long. 081°04'26.44" W)
JEVED, GA	WP	(Lat. 31°15'02.60" N, long. 081°03'40.14" W)
CAKET, SC	WP	(Lat. 32°31'08.63" N, long. 080°16'09.21" W)
ELLDE, NC	WP	(Lat. 34°24'14.57" N, long. 078°41'50.60" W)
PAACK, NC	WP	(Lat. 35°55'40.26" N, long. 077°15'30.99" W)
SAWED, VA	WP	(Lat. 37°32'00.73" N, long. 075°51'29.10" W)
KALDA, VA	WP	(Lat. 37°50'31.06" N, long. 075°37'35.34" W)
ZJAAAY, MD	WP	(Lat. 38°03'09.95" N, long. 075°26'34.27" W)
BYSEL, MD	WP	(Lat. 38°15'02.70" N, long. 075°16'52.87" W)
Calverton, NY (CCC)	VOR/DME	(Lat. 40°55'46.63" N, long. 072°47'55.89" W)
NTMEG, CT	WP	(Lat. 41°16'30.75" N, long. 072°28'52.08" W)
VENTE, MA	WP	(Lat. 42°08'24.33" N, long. 071°53'38.08" W)
BLENO, NH	WP	(Lat. 42°54'55.00" N, long. 071°04'43.37" W)
FRIAR, ME	FIX	(Lat. 44°26'28.93" N, long. 069°53'04.38" W)
Presque Isle, ME (PQI)	VOR/DME	(Lat. 46°46'27.07" N, long. 068°05'40.37" W)

\* \* \* \* \*

Issued in Washington, DC, on February 21, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-04031 Filed 2-27-24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF LABOR**

**Employment and Training Administration**

**20 CFR Part 651**

[Docket No. ETA-2022-0003]

RIN 1205-AC02

**Wagner-Peyser Act Staffing; Corrections**

**AGENCY:** Employment and Training Administration, Labor.

**ACTION:** Correcting amendments.

**SUMMARY:** The U.S. Department of Labor (Department) published the Wagner-Peyser Act Staffing rule on November 24, 2023. In that rulemaking document, the Department inadvertently removed the definition of *State Workforce Agency (SWA) official*. The Department is correcting the regulatory text to align with the preamble description of retaining the definition of *State Workforce Agency (SWA) official*. This document corrects the final regulations that became effective January 23, 2024.

**DATES:** Effective on February 28, 2024.

**FOR FURTHER INFORMATION CONTACT:** Kim Vitelli, Administrator, Office of Workforce Investment, Employment and Training Administration, U.S. Department of Labor, 200 Constitution Avenue NW, Room C-4526, Washington, DC 20210, Telephone: (202) 693-3980 (voice) (this is not a toll-

free number). For persons with a hearing or speech disability who need assistance to use the telephone system, please dial 711 to access telecommunications relay services.

**SUPPLEMENTARY INFORMATION:** On November 24, 2023, the Department published a final rule (88 FR 82658) making changes to staffing requirements under the Wagner-Peyser Act. Within the amendments to 20 CFR part 651, the introduction of the changes to the definitions in 20 CFR 651.10 specified at 2.f the removal of the definition *State Workforce Agency (SWA) official*. The Department intended to retain this definition as discussed in section V.B of the preamble to the final rule. This correction reinstates the definition of *State Workforce Agency (SWA) official*.

**List of Subjects in 20 CFR Part 651**

Employment, Grant programs—labor.