

that it is owned and controlled by one or more women who are economically disadvantaged in accordance with § 127.203(b)(3).

■ 8. Amend § 127.304 by revising paragraph (a) to read as follows:

§ 127.304 How is an application for certification processed?

(a) The SBA's Director of Government Contracting (D/GC) or designee is authorized to approve or decline applications for certification. SBA must receive all required information and supporting documents before it will begin processing a concern's application. SBA will not process incomplete applications.

(1) SBA will advise each applicant after the receipt of an application whether the application is complete and suitable for evaluation and, if not, what additional information or clarification is required to complete the application.

(2) SBA will make its determination within ninety (90) calendar days after receipt of a complete package, whenever practicable.

■ 9. Amend § 127.305 by revising paragraph (a) to read as follows:

§ 127.305 May declined or decertified concerns seek recertification at a later date?

(a) A concern that SBA or a third-party certifier has declined or that SBA has decertified may seek certification after ninety (90) days from the date of decline or decertification if it believes that it has overcome all of the reasons for decline or decertification and is currently eligible. However, a concern that has been declined three times within 18 months of the date of the first final Agency decision finding the concern ineligible cannot submit a new application for admission to the program until 12 months from the date of the third final Agency decision to decline.

■ 10. Amend § 127.356 by revising paragraph (c) to read as follows:

§ 127.356 How does a concern obtain certification from an approved certifier?

(c) The concern must ensure that all documents necessary to determine its eligibility for certification by an approved certifier are uploaded in https://certify.sba.gov or any successor system.

■ 11. Amend § 127.504 by adding a sentence to the end of the introductory text of paragraph (a) to read as follows:

§ 127.504 What requirements must an EDWOSB or WOSB meet to be eligible for an EDWOSB or WOSB requirement?

(a) *** An application is pending upon notification from SBA that the application is deemed complete and has sufficient documentation for full analysis.

■ 12. Amend § 127.604 by adding paragraph (f)(5) to read as follows:

§ 127.604 How will SBA process an EDWOSB or WOSB status protest?

(f) *** (5) Once a final determination has been made that a concern does not meet the requirements of a WOSB or EDWOSB, the concern cannot self-certify as a WOSB or EDWOSB, as applicable, for any WOSB or EDWOSB contract. If a concern does so, it may be in violation of criminal laws, including section 16(d) of the Small Business Act, 15 U.S.C. 645(d). If the concern has already certified itself as a WOSB or EDWOSB on a pending procurement, the concern must immediately inform the contracting officer for the procuring agency of its decertification.

(i) Not later than two days after the date on which a final determination is made, such concern must update its WOSB/EDWOSB status in the System for Award Management (or any successor system).

(ii) If a business concern fails to update its WOSB/EDWOSB status in the System for Award Management (or any successor system) in response to the final determination, SBA will make such update within two business days of the concern's failure to do so.

(iii) A concern required to make an update in the System for Award Management (or any successor system) shall notify a contracting officer for each contract with respect to which such concern has an offer or bid pending of the determination made, if the concern finds, in good faith, that such determination affects the eligibility of the concern to perform such contract.

§ 127.701 [Removed]

■ 13. Remove § 127.701.

PART 128—VETERAN SMALL BUSINESS CERTIFICATION PROGRAM

■ 14. The authority citation for part 128 continues to read as follows:

Authority: 15 U.S.C. 632(q), 634(b)(6), 644, 645, 657f, 657f-1.

■ 15. Amend § 128.203 by revising paragraph (i) to read as follows:

§ 128.203 Who does SBA consider to control a VOSB or SDVOSB?

(i) Limitation on outside employment. (1) A qualifying veteran generally must devote full-time to the business concern during its normal hours of operations. The qualifying veteran who holds the highest officer position of the business concern may not engage in outside employment that prevents the qualifying veteran from devoting the time and attention to the concern necessary to control its management and daily business operations.

(2) Where a qualifying veteran claiming to control a business concern devotes fewer hours to the business than its normal hours of operation, SBA will assume that the qualifying veteran does not control the business concern, unless the concern demonstrates that the qualifying veteran has ultimate managerial and supervisory control over both the long-term decision making and day-to-day management of the business.

(3) Any qualifying veteran who seeks to engage in outside employment after certification must notify SBA of the nature and anticipated duration of the outside employment and demonstrate to SBA that the outside employment will not prevent the qualifying veteran from controlling the business concern.

Isabella Casillas Guzman, Administrator.

[FR Doc. 2024-10518 Filed 5-15-24; 8:45 am] BILLING CODE 8026-09-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-1297; Project Identifier MCAI-2022-00736-R]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Helicopters Model EC225LP helicopters. This proposed AD was prompted by a report of water in the oil of a main gearbox (MGB). This AD requires replacing certain main rotor (M/R) mast upper stops assembly screws. This proposed AD would also require inspecting certain M/R mast

cover plates and accomplishing MGB oil analyses and, depending on the results, replacing the M/R mast cover plate, accomplishing an additional inspection, or replacing the MGB. This proposed AD would also prohibit installing certain M/R mast upper stops assembly screws, M/R masts with an affected M/R mast upper stops assembly screw installed, or used M/R mast cover plates on any helicopter. Lastly, this proposed AD would prohibit installing affected M/R masts unless the inspections are done. These actions are specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by July 1, 2024.

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-2024-1297; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

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

- You may view this material 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-1297.

Other Related Service Information:

For Airbus Helicopters service information identified in this NPRM,

contact Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at airbus.com/en/products-services/helicopters/hcare-services/airbusworld. You may also view this service information at the FAA contact information under *Material Incorporated by Reference* above.

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.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under **ADDRESSES**. Include “Docket No. FAA-2024-1297; Project Identifier MCAI-2022-00736-R” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 proposal 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 NPRM.

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 NPRM 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 NPRM, 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 NPRM. 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. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2022-0104, dated June 9, 2022 (EASA AD 2022-0104), to correct an unsafe condition on Airbus Helicopters Model EC 225 LP helicopters.

This proposed AD was prompted by a report of water in the oil of an MGB, due to an incorrect installation of the upper M/R mast cover plate. According to Airbus Helicopters, a detailed inspection of the MGB showed corrosion on the M/R mast and inside the MGB. The upper M/R mast cover plate was deformed. Also, according to Airbus Helicopters, a different M/R mast had damaged upper stop screws installed, also due to an incorrect installation. The FAA is issuing this proposed AD to prevent water in the MGB oil. The unsafe condition, if not addressed, could result in corrosion of the M/R mast and inside the MGB, degradation of the MGB, degradation of the upper stops assembly, failure of a critical part, and subsequent loss of control of the helicopter.

You may examine EASA AD 2022-0104 in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-1297.

Related Service Information Under 14 CFR Part 51

EASA AD 2022-0104 requires replacing each M/R mast upper stops assembly screw, except those marked with “BC” on the screw head. For certain helicopters, EASA AD 2022-0104 requires inspecting a certain part-numbered M/R mast cover plate and depending on the results, replacing the cover plate and accomplishing an additional inspection. For those same certain helicopters, EASA AD 2022-0104 also requires accomplishing MGB oil analyses and, depending on the results, accomplishing an additional inspection. Depending on the results of the additional inspection following the M/R mast cover plate inspection or MGB oil analyses, EASA AD 2022-0104 requires replacing the MGB. As an option, EASA AD 2022-0104 allows replacing the MGB as an acceptable alternative method to comply with the required MGB oil sample analyses.

Lastly, EASA AD 2022-0104 prohibits installing M/R mast upper stops assembly screws—except those marked

with “BC” on the screw head, M/R masts with an affected M/R mast upper stops assembly screw installed, and used M/R mast cover plates on any helicopter. EASA AD 2022–0104 also prohibits installing an affected M/R mast unless its required inspections are done.

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 Service Information

The FAA also reviewed Airbus Helicopters No. EC225–62A016, Revision 1, dated February 28, 2023. This service information specifies procedures for inspecting the M/R mast upper stops assembly screws to determine if they’re marked with “BC” on the screw head and depending on the results, replacing those screws one by one. This service information also specifies procedures for checking the flatness of the M/R mast cover plate and, depending on the results, removing and discarding that cover plate, installing a flat cover plate, draining the MGB, writing to Airbus Helicopters to do a detailed MGB inspection, and removing the M/R mast. Depending on the detailed MGB inspection results, this service information specifies filling the MGB with oil and installing the M/R mast; or replacing the MGB with an airworthy MGB, sending the removed MGB to an approved D-level center for repair, and installing the M/R mast.

This service information also specifies procedures for collecting an MGB oil sample and sending the sample to an Airbus Helicopters approved laboratory for water content analysis. Depending on the analysis results, this service information specifies draining the MGB, writing to Airbus Helicopters to do a detailed MGB inspection, and removing the M/R mast. Depending on the detailed MGB inspection results, this service information specifies filling the MGB with oil and installing the M/R mast; or replacing the MGB with an airworthy MGB, sending the removed MGB to an approved D-level center for repair, and installing the M/R mast.

FAA’s Determination

These helicopters have been approved by EASA and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with the European Union, EASA has notified the FAA about the unsafe condition described in its AD. The FAA is proposing this AD after evaluating all known relevant information and determining that the unsafe condition

described previously is likely to exist or develop on other helicopters of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2022–0104, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD and except as discussed under “Differences Between this Proposed AD and the EASA 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, the FAA proposes to incorporate EASA AD 2022–0104 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2022–0104 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2022–0104 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 AD 2022–0104. Service information referenced in EASA AD 2022–0104 for compliance will be available at *regulations.gov* under Docket No. FAA–2024–1297 after the FAA final rule is published.

Differences Between This Proposed AD and the EASA AD

For certain helicopters, EASA AD 2022–0104 specifies sending oil samples to an Airbus Helicopters approved laboratory for an analysis of the water content, whereas this proposed AD would require sending the main gearbox oil sample for water content analysis. Additionally, for those helicopters, EASA AD 2022–0104 specifies taking and analyzing the second MGB oil sample within 110 FH or 3 months after the initial oil sample, whereas this proposed AD would require collecting

the second main gearbox oil sample and sending it for water content analysis within 110 hours time-in-service or 3 months after accomplishing the initial instance of those actions, whichever occurs later. Depending on the results of the cover plate inspection or an oil sample analysis, EASA AD 2022–0104 specifies contacting Airbus Helicopters to request to accomplish a detailed inspection, which shall be accomplished by authorized Airbus Helicopters staff and the Airbus Helicopters qualified staff identify any discrepancies, whereas this proposed AD would require a detailed inspection, which must define what is considered a discrepancy and be done in accordance with a method approved by the FAA, EASA, or Airbus Helicopters’ EASA Design Organization Approval.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 32 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 proposed AD.

Replacing the M/R mast upper stops assembly screws (up to 10 screws) would take up to approximately 0.5 work-hour and parts would cost up to approximately \$250 (for 10 screws) for an estimated cost of up to \$293 per helicopter and \$9,376 for the U.S. fleet.

For certain helicopters, inspecting the M/R mast cover plate would take approximately 0.5 work-hour for an estimated cost of \$43 per helicopter and up to \$1,376 for the U.S. fleet. Collecting an MGB oil sample and sending the MGB oil sample for water content analysis, which is considered a reporting requirement in this proposed AD, would take approximately 1.5 work-hours (0.5 work-hour for collecting and 1 work-hour for sending) for an estimated cost of \$128 per helicopter and up to \$4,096 for the U.S. fleet, per instance.

If required, replacing the M/R mast cover plate would take approximately 2 work-hours and parts would cost approximately \$276 for an estimated cost of \$446 per helicopter. The detailed inspection that may be needed could vary significantly from helicopter to helicopter. The FAA has no data to determine the costs to accomplish the detailed inspection or the number of helicopters that may need it. Replacing an MGB would take approximately 40 work-hours and parts would cost approximately \$998,595 (overhauled) for an estimated cost of \$1,001,995 per helicopter.

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 current 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 1.5 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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Airbus Helicopters: Docket No. FAA–2024–1297; Project Identifier MCAI–2022–00736–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by July 1, 2024.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(e) Unsafe Condition

This AD was prompted by a report of water in the oil of a main gearbox (MGB), due to an incorrect installation of the upper main rotor mast cover plate. The FAA is issuing this AD to prevent water in the MGB oil. The unsafe condition, if not addressed, could result in corrosion of the main rotor mast and inside the MGB, degradation of the MGB, degradation of the upper stops assembly, failure of a critical part, 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 (EASA) AD 2022–0104, dated June 9, 2022 (EASA AD 2022–0104).

(h) Exceptions to EASA AD 2022–0104

(1) Where EASA AD 2022–0104 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022–0104 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in paragraph (2) of EASA AD 2022–0104 specifies using a rule (item zz), this AD requires using a straight edge.

(4) Instead of complying with paragraph (3) of EASA AD 2022–0104, comply with the following, “For Group 2 helicopters: Within 110 hours time-in-service or 3 months after the effective date of this AD, whichever occurs first, collect a main gearbox oil sample and send the main gearbox oil sample for water content analysis. Thereafter, within 110 hours time-in-service or 3 months after accomplishing the initial instance of those actions, whichever occurs later, collect another main gearbox oil sample and send the main gearbox oil sample for water content analysis.”

(5) Where the service information referenced in EASA AD 2022–0104 specifies discarding a part, this AD requires removing that part from service.

(6) Where paragraphs (4.2) and (5) of EASA AD 2022–0104 specify contacting AH [Airbus Helicopters] with a request to accomplish a DET, this AD requires a detailed inspection done in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature. The detailed inspection must define what is considered a discrepancy.

(7) Instead of complying with paragraph (6) of EASA AD 2022–0104, comply with the following, “If there is a discrepancy as a result of the detailed inspection, before further flight, replace the main gearbox with an airworthy main gearbox.”

(8) This AD does not adopt the “Remarks” section of EASA AD 2022–0104.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022–0104 specifies to submit certain information to the manufacturer, this AD does not require that action.

(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.

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

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.

(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) European Union Aviation Safety Agency (EASA) AD 2022-0104, dated June 9, 2022.

(ii) [Reserved]

(3) For EASA AD 2022-0104, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

(4) You may view this material 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-locationsoremailfr.inspection@nara.gov.

Issued on April 30, 2024.

Victor Wicklund,

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

[FR Doc. 2024-09791 Filed 5-15-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2024-1396; Airspace Docket No. 24-AEA-3]

RIN 2120-AA66

Amendment of VOR Federal Airways V-258, V-519, and RNAV Route T-426; and Revocation of Jet Routes J-213 and J-526, and VOR Federal Airway V-59 in the Vicinity of Beckley, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Very High Frequency Omnidirectional Range (VOR) Federal Airways V-258 and V-519, and Area Navigation (RNAV) Route T-426; and revoke Jet Routes J-213 and J-526, and VOR Federal Airway V-59. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Beckley, WV (BKW), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Beckley VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Comments must be received on or before July 1, 2024.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2024-1396 and Airspace Docket No. 24-AEA-3 using any of the following methods:

Federal eRulemaking Portal: Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

Mail: Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Fax: Fax comments to Docket Operations at (202) 493-2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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: Colby Abbott, 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 would modify the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.