

cause that notice and public comment are impracticable, unnecessary, or contrary to the public interest. Accordingly, SBA is not required to conduct a regulatory flexibility analysis and is publishing this rule as a direct final rule without advance notice and public comment to implement NDA 2024.

List of Subjects

13 CFR Part 125

Government contracts, Government procurement, Reporting and recordkeeping requirements, Small businesses, Technical assistance.

13 CFR Part 128

Government contracts, Government procurement, Reporting and recordkeeping, requirements, Small businesses, Technical assistance, Veterans.

Accordingly, for the reasons stated in the preamble, SBA amends 13 CFR parts 125 and 128 as follows:

PART 125—GOVERNMENT CONTRACTING PROGRAMS

- 1. The authority citation for part 125 continues to read as follows:

Authority: 15 U.S.C. 632(p), (q), 634(b)(6), 637, 644, 657f, 657q, 657r, and 657s; 38 U.S.C. 501 and 8127.

- 2. Amend § 125.3 by revising the first sentence of the introductory text of paragraph (a) and paragraph (c)(1)(xi) to read as follows:

§ 125.3 What types of subcontracting assistance are available to small businesses?

(a) *General.* The purpose of the subcontracting assistance program is to provide the maximum practicable subcontracting opportunities for small business concerns, including small business concerns owned and controlled by veterans, certified small business concerns owned and controlled by service-disabled veterans, certified HUBZone small business concerns, small business concerns owned and controlled by socially and economically disadvantaged individuals, and small business concerns owned and controlled by women. * * *

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(c) * * *

(1) * * *

(xi) The prime contractor must provide a written statement of the types of records it will maintain to demonstrate procedures which have been adopted to ensure subcontractors at all tiers comply with the

requirements and goals set forth in the subcontracting plan established in accordance with paragraph (c)(1)(x) of this section, including the establishment of source lists of small business concerns, small business concerns owned and controlled by veterans, certified small business concerns owned and controlled by service-disabled veterans, certified HUBZone small business concerns, small business concerns owned and controlled by socially and economically disadvantaged individuals, and small business concerns owned and controlled by women; the efforts to identify and award subcontracts to such small business concerns; and size or socioeconomic certifications or representations received in connection with each subcontract;

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PART 128—VETERAN SMALL BUSINESS CERTIFICATION PROGRAM

- 3. 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.

- 4. Amend § 128.200 by revising paragraph (c)(2) to read as follows:

§ 128.200 What are the requirements a concern must meet to qualify as a VOSB or SDVOSB?

* * * * *

(c) * * *

(2) A concern must be certified pursuant to § 128.300 to receive a prime contract that is to be counted by a Federal agency for the purposes of meeting participation goals for SDVOSBs or to receive a subcontract from a Federal prime contractor for the purpose of meeting subcontracting goals for SBVOSBs in Federal procurement contracts. Any small business concern that submits a complete certification application to SBA on or before December 22, 2024, shall be eligible to self-certify for a Federal prime or subcontract that counts towards SDVOSB goaling purposes or SDVOSB subcontracting goals, respectively, until SBA declines or approves the concern's application. Any small business concern that does not submit a complete SDVOSB certification application to SBA on or before December 22, 2024, will no longer be eligible to self-certify for a Federal prime or subcontract that counts towards SDVOSB goaling

purposes or SDVOSB subcontracting goals, respectively.

Isabella Casillas Guzman,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2023-2040; Airspace Docket No. 22-AEA-21]

RIN 2120-AA66

Establishment and Amendment of United States Area Navigation (RNAV) Routes; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on April 25, 2024, that establishes United States Area Navigation (RNAV) Routes T-480, T-482, and T-488, and amends RNAV Routes Q-140, T-206, T-258, T-287, T-295, and T-398. The final rule identified the DOGWD, VA; LOUIE, MD; and RTBRO, NC, route points as Fixes, in error; and some of the proposed airway changes to RNAV Route T-295 have been postponed.

DATES: Effective date 0901 UTC, July 11, 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 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 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/. 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.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the Federal Register (89 FR 31605; April 25, 2024), establishing RNAV Routes T-480, T-482, and T-488, and amending RNAV Routes Q-140, T-206, T-258, T-287, T-295, and T-398 in the eastern United States. Subsequent to publication, the FAA determined that the DOGWD, VA; LOUIE, MD; and RTBRO, NC, route points were identified as Fixes, in error. This rule corrects that error by changing all references to these three route points to be listed as a waypoint (WP). This is an editorial change only to match the FAA's aeronautical database information and does not alter the alignment of the affected RNAV Routes, T-295, T-480, and T-488.

Additionally, the FAA decided to postpone some of the proposed airway changes to RNAV Route T-295. The segments between the Lancaster, PA (LRP), Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and the LAAYK, PA, Fix are being retained.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, Establishment and Amendment of United States Area Navigation (RNAV) Routes; Eastern United States published in the Federal Register on April 25, 2024 (89 FR 31605), FR Doc. 2024-08665, is corrected as follows:

- 1. In FR Doc. 2024-08665, on page 31605, near the bottom of the second column, in the paragraph beginning "The FAA identified the Bangor, ME . . .", correct the second sentence and add the third sentence to read "Prior to this action, the Bangor VORTAC was in the description of RNAV Route T-295 and remains on the route between the BRNNS, ME Fix and the LAUDS, ME, WP. Additionally, the FAA decided to postpone some of the proposed airway changes to RNAV Route T-295."
2. In FR Doc. 2024-08665, on page 31606, near the top of the second column, correct the description for Route T-295, to read "T-295: Prior to this final rule, T-295 extended between the POORK, VA, WP and the Presque

Isle, ME (PQI), VOR/DME. The FAA extended T-295 to the southwest between the DUFFI, NC, Fix and the POORK WP; added the DOGWD, VA, WP and the RIPKN, MD, WP to the route. Additionally, the FAA removed the Chester, MA (CTR), VOR/DME from the route's legal description as those segments contain turns of less than one degree. As amended, the route is changed to now extend between the DUFFI Fix and the Presque Isle VOR/DME."

- 3. In FR Doc. 2024-08665, on page 31606, near the bottom of the second column, correct the description for Route T-488 to read "T-488: T-488 is a new route that extends between the Tar River, NC (TYI), VORTAC and the RTBRO, NC, WP. T-488 overlays a portion of VOR Federal Airway V-189 from the Tar River VORTAC and the Wright Brothers, NC (RBX), VOR/DME."
4. In FR Doc. 2024-08665, on page 31606 correct the table for T-295 DUFFI, NC to Presque Isle, ME (PQI) to read:

T-295 DUFFI, NC to Presque Isle, ME (PQI) [Amended]

Table with 3 columns: Fix Name, Type, and Coordinates. Includes entries for DUFFI, NC, POORK, VA, DOGWD, VA, HOUKY, VA, TAPPA, VA, COLIN, VA, SHLBK, MD, LOUIE, MD, GRACO, MD, RIPKN, MD, BAABS, MD, Lancaster, PA (LRP), Wilkes Barre, PA (LVZ), LAAYK, PA, SAGES, NY, SASHA, MA, KEYNN, NH, Concord, NH (CON), Kennebunk, ME (ENE), BRNNS, ME, Bangor, ME (BGR), LAUDS, ME, HULTN, ME, and Presque Isle, ME (PQI).

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- 5. In FR Doc. 2024-08665, on page 31606 correct the table for T-480

Greensboro, NC (GSO) to ZOLMN, NC to read:

T-480 Greensboro, NC (GSO) to ZOLMN, NC [New]

Table with 3 columns: Fix Name, Type, and Coordinates. Includes entries for Greensboro, NC (GSO), MCDON, VA, MAZON, VA, COUPN, VA, Elizabeth City, NC (ECG), RTBRO, NC, and ZOLMN, NC.

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- 6. In FR Doc. 2024-08665, on page 31606 correct the table for T-488 Tar River NC (TYI) to RTBRO, NC to read:

T-488 Tar River NC (TYI) to RTBRO, NC [New]

Table with 3 columns: Fix Name, Type, and Coordinates. Includes entries for Tar River, NC (TYI) and RTBRO, NC.

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Issued in Washington, DC, on May 29, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024–12153 Filed 6–5–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–1457; Airspace Docket No. 24–AWA–1]

RIN 2120–AA66

Amendment of Class C Airspace Description; Manchester Boston Regional Airport, NH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Manchester Boston Regional Airport (MHT), NH, Class C airspace area description by making editorial changes to the northern shelf boundary of the Class C airspace from using the Manchester, NH (MHT), Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) to use the Manchester Boston Regional Airport, Airport Reference Point (ARP). Additionally, this action makes minor editorial amendments to the airspace description header to follow current formatting guidelines. These changes are editorial only and do not alter the current boundaries, altitudes, Air Traffic Control (ATC) procedures, or operating requirements for the Manchester Boston Regional Airport Class C airspace.

DATES: Effective date 0901 UTC, September 5, 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 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/. 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 National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

History

The Manchester, NH (MHT), VOR/DME is one of the candidate VORs identified for discontinuance by the FAA's VOR Minimum Operational Network (MON) program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA–2011–1082. The FAA is planning to decommission only the VOR portion of the Manchester VOR/DME in September 2024.

The Manchester Regional Boston Airport, NH, Class C airspace area description uses the Manchester VOR/DME to describe the northern shelf boundary of the Class C airspace. To retain the accuracy of the Manchester Regional Boston Airport Class C airspace area, the FAA is removing reference to the Manchester VOR/DME in the northern shelf description and replace it with bearings and distances from the Manchester Boston Regional Airport, ARP.

Incorporation by Reference

Class C airspace designations are published in paragraph 4000 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 making editorial changes to the Manchester Regional Boston Airport, NH, Class C airspace description. This action removes references to the Manchester VOR/DME in northern shelf boundary of the Class C airspace and replaces it with bearings and distances from the Manchester Boston Regional Airport, ARP. The Class C airspace boundaries affected by the Manchester VOR/DME will remain unchanged and unaffected by replacing the Manchester VOR/DME references with bearings and distances from the Manchester Boston Regional Airport, ARP.

Additionally, in the description of the ARP for the Boire Field Airport, NH, the city name is removed from the fourth line in the text header leaving just the airport name and state which align with the current formatting standard.

Since this action merely involves minor editorial amendments in the Manchester, NH, Class C airspace area description and does not change the charted boundaries, altitudes, ATC procedures, or operating requirements for the Class C airspace area, notice and public procedure under 5 U.S.C. § 553(b) are unnecessary and contrary to the public interest.

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