

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.

Regulatory Findings

The FAA determined that 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,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will 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 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:
 - a. Removing Airworthiness Directive (AD) 2023–13–07, Amendment 39–22492 (88 FR 43052, July 6, 2023), and
 - b. Adding the following new AD:

2023–13–07R1 Saab AB, Support and Services (formerly known as Saab AB, Saab Aeronautics): Amendment 39–22733; Docket No. FAA–2024–0220; Project Identifier MCAI–2023–00760–T.

(a) Effective Date

This AD is effective April 18, 2024.

(b) Affected AD

This AD replaces AD 2023–13–07, Amendment 39–22492 (88 FR 43052, July 6, 2023) (AD 2023–13–07).

(c) Applicability

This AD applies to Saab AB, Support and Services (formerly known as Saab AB, Saab Aeronautics) Model SAAB 340B airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2023–0121, dated June 13, 2023: airplanes not having SAAB modification 2571 (extended wingtip modification) embodied and having GE Aviation Systems LTD (Dowty Propellers) installed.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard practices/structures.

(e) Terminating Action

This AD terminates all requirements of AD 2023–13–07.

(f) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206–231–3220; email shahram.daneshmandi@faa.gov.

(g) Material Incorporated by Reference

None.

Issued on April 11, 2024.

Victor Wicklund,

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

[FR Doc. 2024–08153 Filed 4–17–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1735; Airspace Docket No. 23–AGL–18]

RIN 2120–AA66

Amendment of VOR Federal Airways V–78 and V–171; Darwin, MN

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 March 5, 2024, that amended Very High Frequency

Omnidirectional Range (VOR) Federal Airways V–78 and V–171 due to the planned decommissioning of the VOR portion of the Darwin, MN (DWN), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). In the final rule, the V–171 description inadvertently included the airway segment between the Terre Haute, IN, VORTAC and the Peotone, IL, VORTAC, in error. That airway segment was removed from V–171, effective January 25, 2024, in a separate docket action when the VOR portion of the Danville, IL, VORTAC was decommissioned. This action corrects that error.

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 the Notice of Proposed Rulemaking (NPRM), all comments received, the final rule, this final rule correction, 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: 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:

History

The FAA published a final rule for Docket No. FAA–2023–1735 in the **Federal Register** (89 FR 15738; March 5, 2024) amending VOR Federal Airways V–78 and V–171 due to the planned decommissioning of the VOR portion of the Darwin, MN, VORTAC NAVAID. Prior to publication of that rule, the FAA had published a rule for Docket No. FAA–2023–1026 in the **Federal Register** (88 FR 75484; November 3, 2023) amending V–171 by removing the airway segment between the Terra Haute, IN, VORTAC and the Peotone, IL, VORTAC due to the VOR portion of the Danville, IL, VORTAC being

decommissioned. The V-171 airway amendment in Docket No. FAA-2023-1026 was inadvertently included in the final rule for Docket No. FAA-2023-1735. The correct V-171 description extends between the Lexington, KY, VOR/Distance Measuring Equipment (VOR/DME) and the Terre Haute, IN, VORTAC; between the Peotone, IL, VORTAC and the Joliet, IL, VOR/DME; between the Nodine, MN, VORTAC and the Farmington, MN, VORTAC; and between the Alexandria, MN, VOR/DME and the Grand Forks, ND, VOR/DME. This rule corrects the V-171 description in the regulatory text section of the Docket No. FAA-2023-1735 final rule.

This action does not alter the alignment of the amended V-78 or V-171 beyond the removal of the airway segment in V-171 between the Terra Haute, IN, VORTAC and the Peotone, IL, VORTAC which was included, in error, in the final rule.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the V-171 airway description in the regulatory text section of the rule in Docket No. FAA-2023-1735, as published in the **Federal Register** of March 5, 2024 (89 FR 15738), FR Doc. 2024-04611, is corrected as follows:

■ 1. In FR Doc. 2024-04611, appearing on page 15740, in the first column, replace the V-171 airway description in the regulatory text section of the rule to read,

V-171 [Amended]

From Lexington, KY; INT Lexington 251° and Louisville, KY, 114° radials; Louisville; to Terre Haute, IN. From Peotone, IL; INT Peotone 281° and Joliet, IL, 173° radials; to Joliet. From Nodine, MN; INT Nodine 298° and Farmington, MN, 124° radials; to Farmington. From Alexandria, MN; INT Alexandria 321° and Grand Forks, ND, 152° radials; to Grand Forks.

Issued in Washington, DC, on April 12, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024-08167 Filed 4-17-24; 8:45 am]

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SOCIAL SECURITY ADMINISTRATION

20 CFR Parts 404 and 416

[Docket No. SSA-2023-0024]

RIN 0960-AI83

Intermediate Improvement to the Disability Adjudication Process, Including How We Consider Past Work

AGENCY: Social Security Administration (SSA).

ACTION: Final rule.

SUMMARY: We are finalizing our proposed regulation to revise the time period that we consider when determining whether an individual's past work is relevant for the purposes of making disability determinations and decisions. We are revising the definition of past relevant work (PRW) by reducing the relevant work period from 15 to 5 years. Additionally, we will not consider past work that started and stopped in fewer than 30 calendar days to be PRW. These changes will reduce the burden on individuals applying for disability by allowing them to focus on the most current and relevant information about their past work. The changes will also better reflect the current evidence about worker skill decay and job responsibilities, reduce processing times, and improve customer service. This final rule also includes other minor revisions to our regulations related to PRW.

DATES: This final rule will be effective on June 8, 2024.

FOR FURTHER INFORMATION CONTACT:

Mary Quatroche, Office of Disability Policy, Social Security Administration, 6401 Security Boulevard, 3rd Floor (East), Altmeyer Building, Baltimore, MD 21235-6401, (410) 966-4794. For information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our internet site, Social Security Online, at <https://www.ssa.gov>.

SUPPLEMENTARY INFORMATION:

Background

The Social Security Act (Act) defines disability as the inability to engage in any substantial gainful activity (SGA) by reason of any medically determinable physical or mental impairment which can be expected to result in death, or which has lasted or can be expected to last for a continuous period of not less than 12 months.¹ The Act also states

that, for adults,² an individual shall be determined to have a disability only if their physical or mental impairment or impairments are of such severity that they are not only unable to do their previous work but cannot, considering their age, education, and work experience, engage in any other kind of substantial gainful work which exists in the national economy,³ regardless of whether such work exists in the immediate area in which they live, or whether a specific job vacancy exists for them, or whether they would be hired if they applied for work.⁴

We use a five-step sequential evaluation process to determine whether an individual who has filed an initial claim for Supplemental Security Income (SSI) or Old-Age, Survivors, and Disability Insurance (OASDI) benefits is disabled.⁵ At step one of the sequential evaluation process we consider whether an individual is working, and whether that work qualifies as SGA.⁶ At this step, if an individual is performing at SGA levels, they are not considered disabled.⁷ At step two of the sequential evaluation process, we consider whether an individual has any "severe" impairment(s), which means that the impairment(s) significantly limits their physical or mental ability to do basic work activities,⁸ and whether the impairment(s) has lasted or is expected to last for a continuous period of at least 12 months or result in death.⁹ At step three of the sequential evaluation process, we consider whether an individual's impairment(s) meets or

² The Act defines disability differently for individuals under the age of 18. See 42 U.S.C. 1382c(a)(3)(C).

³ 42 U.S.C. 423(d)(2)(A) and 1382c(a)(3)(B). The Act defines work which exists in the national economy as work which exists in significant numbers either in the region where such individual lives or in several regions of the country.

⁴ *Id.*

⁵ *Id.* See 20 CFR 404.1520 and 416.920.

⁶ 20 CFR 404.1520(a)(4)(i) and 416.920(a)(4)(i). We explain substantial gainful activity (SGA) at 20 CFR 404.1510, 404.1572, 416.910, and 416.972. Substantial work involves doing significant physical or mental activities. An individual's work may be substantial even if it is done on a part-time basis or if the individual does less, gets paid less, or has less responsibility than when they worked before. Gainful means work for pay or profit, or work of a type generally performed for pay or profit.

⁷ The monthly SGA amount changes annually. For 2024, the monthly SGA amount is \$1,550 for non-blind individuals and \$2,590 for statutorily blind individuals.

⁸ See 20 CFR 404.1520(a)(4)(ii), 404.1520(c), 416.920(a)(4)(ii) and 416.920(c). We explain what we mean by an impairment that is not severe in 20 CFR 404.1522 and 416.922. In this final rule, we use the term *impairment(s)* to mean an *impairment* or *combination of impairments*.

⁹ 20 CFR 404.1520(a)(4)(ii) and 416.920(a)(4)(ii). We explain the duration requirement at 20 CFR 404.1509 and 416.909. See also SSR 23-1p: Titles II and XVI: Duration Requirement for Disability.

¹ 42 U.S.C. 423(d)(1)(A) and 1382c(a)(3)(A).