

southwest along the 040° bearing from the point located at lat. 39°00'57" N, long. 084°42'12" W to the 5-mile radius of the Point of Origin; thence counterclockwise along the 5-mile radius of the Point of Origin to the point of beginning.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL within the area bounded by a line beginning at the intersection of Interstate 275 and long. 084°49'12" W; thence north along long. 084°49'12" W to intersect the 20-mile radius of the Point of Origin; thence clockwise along the 20-mile radius of the Point of Origin to intersect the extended Runway 18L ILS localizer course; then south along the extended Runway 18L ILS localizer course to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to long. 084°30'00" W; thence south along long. 084°30'00" W to the 10-mile radius of the Point of Origin; thence clockwise along the 10-mile radius of the Point of Origin to the Kentucky bank of the Ohio River; thence west along the Kentucky bank of the Ohio River to the 5-mile radius of the Point of Origin; thence counterclockwise along the 5-mile radius of the Point of Origin to the 040° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W; thence northeast along the 040° bearing from the point located at lat. 39°00'57" N, long. 084°42'12" W to Interstate 74; thence west along Interstate 74 to Interstate 275 to the point of beginning. That airspace beginning at the intersection of the 10-mile radius southeast of the Point of Origin and long. 084°30'00" W; thence south along long. 084°30'00" W to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to intersect the extended Runway 36R ILS localizer course; thence south along the extended Runway 36R ILS localizer course to the 20-mile radius of the Point of Origin, thence clockwise along the 20-mile radius of the Point of Origin to long. 084°49'00" W; thence north along long. 084°49'00" W to the Kentucky bank of the Ohio River; thence north along the Kentucky bank of the Ohio River to the 10-mile radius of the Point of Origin; thence counterclockwise along the 10-mile radius of the Point of Origin to the point of beginning.

Area D. That airspace extending upward from 3,500 feet MSL to and including 10,000 feet MSL within the area bounded by a line beginning at the intersection of lat. 39°09'18" N and the 10-mile radius northeast of the Point of Origin; thence east along lat. 39°09'18" N to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to lat. 38°56'15" N; thence west along lat. 38°56'15" N to the 10-mile radius of the Point of Origin; thence counterclockwise along the 10-mile radius of the Point of Origin to the point of beginning. That airspace beginning at the intersection of the Kentucky bank of the Ohio River and lat. 38°56'15" N southwest of the Point of Origin; thence west along lat. 38°56'15" N to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to lat. 39°09'18" N; thence east along lat. 39°09'18" N to long. 084°49'12" W;

thence south along long. 084°49'12" W to the Kentucky bank of the Ohio River; thence south along the Kentucky bank of the Ohio River to the point of beginning. That airspace beginning at the intersection of the 15-mile radius north of the Point of Origin and the extended ILS Runway 18L localizer course; thence north along the extended ILS Runway 18L localizer course to the 20-mile radius of the Point of Origin; thence clockwise along the 20-mile radius of the Point of Origin to long. 084°30'00" W; thence south along long. 084°30'00" W to the 15-mile radius of the Point of Origin; thence counterclockwise along the 15-mile radius of the Point of Origin to the point of beginning. That airspace beginning at the intersection of the 15-mile radius south of the Point of Origin and the extended ILS Runway 36R localizer course; thence south along the extended ILS Runway 36R localizer to the 20-mile radius of the Point of Origin; thence counterclockwise along the 20-mile radius of the Point of Origin to long. 084°30'00" W; thence north along long. 084°30'00" W to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to the point of beginning.

Area E. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL within the area bounded by a line beginning at the intersection of the 20-mile radius northwest of the Point of Origin and long. 084°49'12" W; thence north along long. 084°49'12" W to the 25-mile radius of the Point of Origin; thence clockwise along the 25-mile radius of the Point of Origin to long. 084°30'00" W; thence south along long. 084°30'00" W to the 20-mile radius of the Point of Origin; thence counterclockwise along the 20-mile radius of the Point of Origin to the point of beginning. That airspace beginning at the intersection of the 20-mile radius southeast of the Point of Origin and long. 084°30'00" W; thence south along long. 084°30'00" W to the 25-mile radius of the Point of Origin; thence clockwise along the 25-mile radius of the Point of Origin to long. 084°49'00" W; thence north along long. 084°49'00" W to the 20-mile radius of the Point of Origin; thence counterclockwise along the 20-mile radius of the Point of Origin to the point of beginning.

Area F. That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL within the area bounded by a line beginning at the intersection of the 25-mile radius north of the Point of Origin and long. 084°30'00" W; thence clockwise along the 25-mile radius of the Point of Origin to the 056° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W; thence southwest along the 056° bearing of the point located at lat. 39°00'57" N, long. 084°42'12" W to the 20-mile radius of the Point of Origin; thence clockwise along the 20-mile radius of the Point of Origin to the 116° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W; thence southeast along the 116° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W to the 25-mile radius of the Point of Origin; thence clockwise along the 25-mile radius of the Point of Origin to long. 084°30'00" W; thence north along long. 084°30'00" W to the intersection of the 10-mile radius of the Point

of Origin and lat. 38°56'15" N; thence east along lat. 38°56'15" N to the 15-mile radius of the Point of Origin; thence counterclockwise along the 15-mile radius of the Point of Origin to lat. 39°09'18" N; thence west along lat. 39°09'18" N to the intersection of the 10-mile radius of the Point of Origin and long. 084°30'00" W; thence north along long. 084°30'00" W to the point of beginning. That airspace beginning at the intersection of the 25-mile radius north of the Point of Origin and long. 084°49'12" W; thence counterclockwise along the 25-mile radius of the Point of Origin to the 297° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W; thence southeast along the 297° bearing from the point located at lat. 39°00'57" N, long. 084°42'12" W to the 20-mile radius of the Point of Origin; thence counterclockwise along the 20-mile radius of the Point of Origin to the 247° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W; thence southwest along the 247° bearing from a point located at lat. 39°00'57" N, long. 084°42'12" W to the 25-mile radius of the Point of Origin; thence counterclockwise along the 25-mile radius of the Point of Origin to long. 084°49'00" W; thence north along long. 084°49'00" W to the Kentucky bank of the Ohio River; thence north along the Kentucky bank of the Ohio River to lat. 38°56'15" N; thence west along lat. 38°56'15" N to the 15-mile radius of the Point of Origin; thence clockwise along the 15-mile radius of the Point of Origin to lat. 39°09'18" N; thence east along lat. 39°09'18" N to long. 084°49'12" W; thence north along long. 084°49'12" W to the point of beginning.

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Issued in Washington, DC, on February 28, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024-04610 Filed 3-4-24; 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.

SUMMARY: This action amends Very High Frequency Omnidirectional Range (VOR) Federal Airways V-78 and V-171 in the vicinity of Darwin, MN. The amendments are due to the planned decommissioning of the VOR portion of the Darwin, MN (DWN), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The Darwin VOR is

being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program.

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, 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: 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 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

The FAA published a notice of proposed rulemaking for Docket No. FAA-2023-1735 in the **Federal Register** (88 FR 54959; August 14, 2023), proposing to amend VOR Federal Airways V-78 and V-171 due to the planned decommissioning of the VOR

portion of the Darwin, MN, VORTAC NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Incorporation by Reference

VOR Federal Airways are published in paragraph 6010(a) 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 VOR Federal Airways V-78 and V-171 due to the planned decommissioning of the VOR portion of the Darwin, MN, VORTAC. The airway actions are described below.

V-78: Prior to this final rule, V-78 extended between the Darwin, MN, VORTAC and the Escanaba, MI, VOR/DME; and between the Pellston, MI, VORTAC and the Saginaw, MI, VOR/DME. The airway segment between the Darwin VORTAC and the Gopher, MN, VORTAC is removed. As amended, the airway is changed to now extend between the Gopher VORTAC and the Escanaba VOR/DME and between the Pellston VORTAC and the Saginaw VOR/DME.

V-171: Prior to this final rule, V-171 extended between the Lexington, KY, VOR/DME and the Joliet, IL, VOR/DME; and between the Nodine, MN, VORTAC and the Grand Forks, ND, VOR/DME. The airway segment between the Farmington, MN, VORTAC and the Alexandria, MN, VOR/DME is removed. As amended, the airway is changed to now extend between the Lexington VOR/DME and the Joliet VOR/DME, between the Nodine VORTAC and the Farmington VORTAC, and between the Alexandria VOR/DME and the Grand Forks VOR/DME.

The NAVAID radials listed in the VOR Federal airway descriptions in the regulatory text of this final rule are unchanged and stated in degrees True north.

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 this action of amending VOR Federal Airways V-78 and V-171, due to the planned decommissioning of the VOR portion of the Darwin, MN, VORTAC NAVAID, 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); and paragraph 5-6.5k, which categorically excludes from further environmental impact review publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. 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. 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 6010(a) Domestic VOR Federal Airways.

* * * * *

V–78 [Amended]

From Gopher, MN; INT Gopher 091° and Eau Claire, WI, 290° radials; Eau Claire; Rhinelander, WI; Iron Mountain, MI; to Escanaba, MI. From Pellston, MI; Alpena, MI; INT Alpena 232° and Saginaw, MI, 353° radials; to Saginaw.

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V–171 [Amended]

From Lexington, KY; INT Lexington 251° and Louisville, KY, 114° radials; Louisville; Terre Haute, IN; Danville, IL; 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.

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

Frank Lias,

Manager, Rules and Regulations Group.

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

31 CFR Parts 501, 510, 535, 536, 547, 548, 551, 552, 553, 558, 561, 566, 570, 578, 588, 589, 590, 592, 594, 597, 598

Updating Contact Information and Grammatical Terminology in OFAC Regulations

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Final rule.

SUMMARY: The Department of the Treasury’s Office of Foreign Assets Control (OFAC) is adopting a final rule to update contact information and grammatical terminology in existing regulations.

DATES: This rule is effective March 5, 2024.

FOR FURTHER INFORMATION CONTACT:

OFAC: Assistant Director for Licensing, 202–622–2480; Assistant Director for Regulatory Affairs, 202–622–4855; or Assistant Director for Compliance, 202–622–2490.

SUPPLEMENTARY INFORMATION:

Electronic Availability

This document and additional information concerning OFAC are available on OFAC’s website: <https://ofac.treasury.gov>.

Background

In this document, OFAC is updating 20 parts of 31 CFR Chapter V and an Appendix to update the name of an OFAC office and an email address and is updating two parts to remove options for mail submissions. OFAC is also amending four parts to make gender language more inclusive, replacing instances of “his” (when not part of the phrase “his or hers”) with “theirs,” and replacing “he” (when not part of the phrase “he or she”) with “they.” Finally, OFAC is making changes in the authorities citations of 31 CFR part 594 and an Appendix to more specifically reference the relevant statutory authorities in each citation.

Public Participation

Because the amendment of the Regulations is a rule of agency procedure and because it involves a foreign affairs function, the provisions of E.O. 12866 of September 30, 1993, “Regulatory Planning and Review” (58 FR 51735, October 4, 1993), as amended, and the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking, opportunity for public participation, and delay in effective date are inapplicable. Because no notice of proposed rulemaking is required for this rule, the Regulatory Flexibility Act (5 U.S.C. 601–612) does not apply.

Paperwork Reduction Act

The collections of information related to the regulations being amended in this rule are contained in 31 CFR part 501 (the “Reporting, Procedures and Penalties Regulations”). Pursuant to the Paperwork Reduction Act of 1995 (44 U.S.C. 3507), those collections of information have been approved by the

Office of Management and Budget under control number 1505–0164. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid control number.

List of Subjects in 31 CFR Parts 501, 510, 535, 536, 547, 548, 551, 552, 553, 558, 561, 566, 570, 578, 588, 589, 590, 592, 594, 597, 598

Administrative practice and procedure, Banks, banking, Blocking of assets, Credit, Foreign trade, Penalties, Reporting and recordkeeping requirements, Sanctions, Securities, Services.

For the reasons set forth in the preamble, OFAC is issuing the following amendments:

PART 501—REPORTING, PROCEDURES AND PENALTIES REGULATIONS

■ 1. The authority citation for part 501 continues to read as follows:

Authority: 8 U.S.C. 1189; 18 U.S.C. 2332d, 2339B; 19 U.S.C. 3901–3913; 21 U.S.C. 1901–1908; 22 U.S.C. 287c, 2370(a), 6009, 6032, 7205, 8501–8551; 31 U.S.C. 321(b); 50 U.S.C. 1701–1706, 4301–4341; Pub. L. 101–410, 104 Stat. 890, as amended (28 U.S.C. 2461 note).

Subpart C—Reports

§ 501.603 [Amended]

■ 2. Amend § 501.603 in paragraph (d) by removing the phrase “Sanctions Compliance and Evaluation” and adding in its place the word “Compliance”.

§ 501.604 [Amended]

■ 3. Amend § 501.604 in paragraph (d) by removing the phrase “Sanctions Compliance and Evaluation” and adding in its place the word “Compliance”.

Subpart E—Procedures

§ 501.806 [Amended]

■ 4. Amend § 501.806 in paragraph (b) by removing the phrase “Sanctions Compliance & Evaluation” in both places it occurs and adding in its place the word “Compliance”.

PART 510—NORTH KOREA SANCTIONS REGULATIONS

■ 5. The authority citation for part 510 continues to read as follows:

Authority: 3 U.S.C. 301; 31 U.S.C. 321(b); 50 U.S.C. 1601–1651, 1701–1706; 22 U.S.C. 287c, 9201–9255; Pub. L. 101–410, 104 Stat. 890, as amended (28 U.S.C. 2461 note); Pub. L. 115–44, 131 Stat. 886 (codified in scattered