

rule as a “major rule” as defined by 5 U.S.C. 804(2).

Rohit Chopra,

Director, Consumer Financial Protection Bureau.

[FR Doc. 2024–11800 Filed 5–30–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 21

[Docket No. FAA–2022–1548]

Airworthiness Criteria: Special Class Airworthiness Criteria for the Archer Aviation, Inc. Model M001 Powered-Lift

Correction

In rule document 2024–11192, beginning on page 45944, make the following correction: On page 45976, in the second column, on the fifteenth line from the bottom of the page, the heading “AM1.281 Propeller Critical Parts” should read “AM1.2816 Propeller Critical Parts”.

[FR Doc. C1–2024–11192 Filed 5–30–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1758; Airspace Docket No. 23–AWP–44]

RIN 2120–AA66

Modification of Class E Airspace; Mammoth Lakes Airport, Mammoth Lakes, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace designated as surface area, modifies the Class E airspace extending upward from 700 feet above the surface, and removes the Class E airspace extending upward from 1,200 feet above the surface at Mammoth Yosemite Airport, Mammoth Lakes, CA. Additionally, this action updates the administrative portion of the airport’s Class E airspace legal descriptions. These actions support the safety and management of instrument flight rules (IFR) operations at the airport.

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 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: Jeffrey Drasin, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2248.

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 and removes Class E airspace to support IFR operations at Mammoth Yosemite Airport, Mammoth Lakes, CA.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2023–1758 in the **Federal Register** (88 FR 88546; December 22, 2023) for the removal and modification of Class E airspace at Mammoth Yosemite Airport, Mammoth Lakes, CA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

The legal description of the Class E airspace designated as a surface area

within the NPRM included the following language: “This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.” The FAA subsequently determined that the Class E airspace at Mammoth Yosemite Airport is effective 24 hours a day. Accordingly, the final rule does not include this language.

Incorporation by Reference

Class E2 and E5 airspace area designations are published in paragraphs 6002 and 6005, respectively, 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 modifying the Class E airspace designated as surface area, modifying the Class E airspace extending upward from 700 feet above the surface, and removing the Class E airspace extending upward from 1,200 feet above the surface at Mammoth Yosemite Airport, Mammoth Lakes, CA.

The Class E surface area extension east of the airport centered on the 099° bearing is recentered to the airport’s 096° bearing. Additionally, the width is reduced from 1.8 miles to 1 mile either side of the bearing, and the extension length is reduced from 5.6 miles to 4.6 miles east of the airport. This will better contain arriving IFR operations between the surface and 1,000 feet above the surface while executing the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 27 approach.

The Class E airspace extending upward from 700 feet above the surface at the airport is extended eastward to include that airspace within 2.6 miles either side of the airport’s 091° bearing extending from the 6.6-mile radius to 13.1 miles east of the airport. This will contain arriving IFR operations below 1,500 feet above the surface while

executing the RNAV (GPS) RWY 27 approach.

In addition, the existing Class E airspace extending upward from 1,200 feet above the surface is removed, as the area is already within the Coaldale Class E en route domestic airspace area.

Finally, the FAA is modifying the airport’s legal descriptions. The airport name within the text headers of both airspace legal descriptions, and any reference within the bodies, are changed to match the new airport name, Mammoth Yosemite Airport (formerly Mammoth Lakes Airport). The geographic coordinates located in the text header of both airspace legal descriptions are updated to match the FAA’s database.

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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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 6002 Class E Airspace Areas Designated as Surface Areas.

* * * * *

AWP CA E2 Mammoth Lakes, CA [Amended]

Mammoth Yosemite Airport, CA (Lat. 37°37’27” N, long. 118°50’20” W)

That airspace within a 4.1-mile radius of Mammoth Yosemite Airport and within 1 mile either side of the airport’s 096° bearing extending from the 4.1-mile radius to 4.6 miles east of the airport.

* * * * *

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

AWP CA E5 Mammoth Lakes, CA [Amended]

Mammoth Yosemite Airport, CA (Lat. 37°37’27” N, long. 118°50’20” W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Mammoth Yosemite Airport and within 2.6 miles either side of the airport’s 091° bearing, extending from the 6.6-mile radius to 13.1 miles east.

* * * * *

Issued in Des Moines, Washington, on May 24, 2024.

Paul J Higgins,

Group Manager (A), Operations Support Group, Western Service Center.

[FR Doc. 2024–11894 Filed 5–30–24; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 1

[Docket No. FDA–2021–N–1348]

RIN 0910–AI59

Administrative Destruction

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA, Agency, or we) is issuing a regulation to implement our authority to destroy a device valued at \$2,500 or less (or such higher amount as the Secretary of the Treasury may set by regulation) that has been refused admission into the United States by providing to the owner or consignee notice and an opportunity to appear and introduce testimony prior to the destruction. We are finalizing the change to our internal procedures for administrative destruction of drugs and devices. The notice of proposed rule making (NPRM) published in the **Federal Register** (October 7, 2022).

DATES: This rule is effective July 1, 2024.

ADDRESSES: For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and insert the docket number found in brackets in the heading of this final rule into the “Search” box and follow the prompts, and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852, 240–402–7500.

FOR FURTHER INFORMATION CONTACT: Ann M. Metayer, Office of Regulatory Affairs, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 32, Rm. 4375, Silver Spring, MD 20993–0002, 301–796–3324.

SUPPLEMENTARY INFORMATION:

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