

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.

#### Lists of Subjects in 14 CFR 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 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

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

\* \* \* \* \*

##### AGL MI E5 South Haven, MI [Amended]

South Haven Area Regional Airport, MI  
(Lat 42°21′05″ N, long 86°15′21″ W)  
Cromwell Health Watervliet Community  
Hospital Heliport, MI, Point in Space  
Coordinates

(Lat 42°11′06″ N, long 86°15′02″ W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of South Haven Area Regional Airport; and within a 6-mile radius of the point in space serving the Cromwell Health Watervliet Community Hospital Heliport.

\* \* \* \* \*

Issued in Fort Worth, Texas, on October 30, 2024.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2024–25465 Filed 11–1–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–1361; Airspace  
Docket No. 24–ANE–5]

RIN 2120–AA66

#### Revocation of Class E Airspace; Manchester, NH

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule; withdrawal.

**SUMMARY:** A final rule was published in the **Federal Register** on August 19, 2024, revoking Class E surface airspace for Manchester Boston Regional Airport, Manchester, NH, as the overlying Class C airspace deemed the Class E surface airspace unnecessary. The FAA has determined that withdrawal of the final rule is warranted since this action was inconsistent with the associated notice of proposed rulemaking that referenced Class E surface airspace.

**DATES:** The final rule published in the **Federal Register** on August 19, 2024 (89 FR 66988) is withdrawn as of November 4, 2024.

**FOR FURTHER INFORMATION CONTACT:** Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305–5589.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the **Federal Register** (89 FR 66988, August 19, 2024) for Doc. No. FAA–2024–1361, revoking Class E surface airspace for Manchester Boston Regional Airport, Manchester, NH. After publication, the FAA found that this final rule revoked Class E surface airspace but referenced Class E airspace extending upward from 700 feet above the surface. As a result, the final rule is being withdrawn.

##### The Withdrawal

■ In consideration of the foregoing, the final rule for Docket No. FAA–2024–1361 (89 FR 66988, August 19, 2024), FR Doc. 2024–18435, is hereby withdrawn.

**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.

Issued in College Park, Georgia, on October 28, 2024.

**Patrick Young,**

*Manager, Airspace & Procedures Team North,  
Eastern Service Center, Air Traffic  
Organization.*

[FR Doc. 2024–25449 Filed 10–31–24; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–1650; Airspace  
Docket No. 24–ANE–6]

RIN 2120–AA66

#### Amendment of Class E Airspace; Claremont, NH

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** A final rule was published in the **Federal Register** on October 3, 2024, amending Class E airspace extending upward from 700 feet above the surface for Claremont Municipal Airport, Claremont, NH, as the Claremont Non-directional Beacon (NDB) had been decommissioned, and associated instrument approaches canceled. This action corrects the Claremont Municipal Airport coordinates within the airspace description that contained a typographical error.

**DATES:** Effective 0901 UTC, February 20, 2025. 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.

**FOR FURTHER INFORMATION CONTACT:** Robert Scott Stuart, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305–5926.

#### SUPPLEMENTARY INFORMATION:

##### Authority for This Rulemaking

##### History

The FAA published a final rule in the **Federal Register** (89 FR 80382, October 3, 2024) for Doc. No. FAA–2024–1650, amending Class E airspace extending upward from 700 feet above the surface within a 7.3-mile radius of the Claremont Municipal Airport and 2 miles on each side of the 093° bearing from the airport, extending from the 7.3-mile radius to 15.1 miles east of the airport. After publication, the FAA found that the coordinates (Lat.

43°22'14" N, long. 72°22'6" W) for Claremont Municipal Airport contained a typographical error. This action corrects the error by correcting the coordinates (lat. 43°22'14" N, long. 72°22'06" W) for Claremont Municipal Airport.

### Correction to the Final Rule

Pursuant to the authority delegated to me, the amendment of Class E airspace extending upward from 700 feet above the surface for Claremont Municipal Airport, Claremont, NH, in Docket No. FAA-2024-1650, as published in the **Federal Register** on October 3, 2024 (89 FR 80382), is corrected as follows:

#### § 71.1 [Corrected]

■ On page 80383, in the first column, replace the Claremont Municipal Airport coordinates (Lat. 43°22'14" N, long. 72°22'6" W) with the corrected coordinates (lat. 43°22'14" N, long. 72°22'06" W).

Issued in College Park, Georgia, on October 28, 2024.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2024-25456 Filed 11-1-24; 8:45 am]

**BILLING CODE 4910-13-P**

## CONSUMER PRODUCT SAFETY COMMISSION

### 16 CFR Parts 1112, 1130, and 1243

[CPSC Docket No. 2023-0047]

### Safety Standard for Infant Support Cushions

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule.

**SUMMARY:** The Danny Keysar Child Product Safety Notification Act, section 104 of the Consumer Product Safety Improvement Act of 2008 (CPSIA), requires the U.S. Consumer Product Safety Commission (Commission or CPSC) to promulgate consumer product safety standards for durable infant or toddler products. Under this statutory authority, the Commission is issuing a safety standard for infant support cushions. The Commission is also amending CPSC's consumer registration requirements to identify infant support cushions as durable infant or toddler products and amending CPSC's list of notices of requirements (NORs) to include infant support cushions.

**DATES:** The rule is effective on May 5, 2025. The incorporation by reference of

the publication listed in this rule is approved by the Director of the Federal Register as of May 5, 2025.

**FOR FURTHER INFORMATION CONTACT:** Will Cusey, Small Business Ombudsman, U.S. Consumer Product Safety Commission, 4330 East West Highway, Bethesda, MD 20814; telephone (301) 504-7945 or (888) 531-9070; email: [sbo@cpsc.gov](mailto:sbo@cpsc.gov).

#### SUPPLEMENTARY INFORMATION:

### I. Background and Statutory Authority

#### A. Background

Infant support cushions are filled with or comprised of resilient material such as foam, fibrous batting, or granular material or with a gel, liquid, or gas, and are marketed, designed, or intended to support an infant's weight or any portion of an infant while reclining or in a supine, prone, or recumbent position. CPSC is aware of at least 79 reported fatalities involving infant support cushions from January 1, 2010, through December 31, 2022, as well as 124 nonfatal incidents or reports involving these products within the same time period. There were 17 deaths in 2020, and a minimum of 17 more in 2021.<sup>1</sup> More than 80 percent of the known fatalities associated with these products involve infants three months old or younger. In more than 60 percent of the fatalities, the official cause of death was asphyxia or probable asphyxia. These incidents typically involved the use of an infant support cushion placed in or on a sleep-related consumer product such as an adult bed, futon, crib, bassinet, play yard, or couch. For the nonfatal incidents, the most common circumstances involved an infant falling from an infant support cushion placed on a raised surface such as a bed or a sofa, or a threat of asphyxia or entrapment.

In 1992, pursuant to authority under the Federal Hazardous Substances Act (FHSA), 15 U.S.C. 1261-1278, the Commission issued a ban on certain infant cushions and pillows filled with foam, plastic beads, or other granular material. 57 FR 27912 (June 23, 1992). That ban prohibits infant cushions, infant pillows, and similar articles that are:

- made with a flexible fabric covering;
- loosely filled with granular material, including, but not limited to, polystyrene beads or pellets;
- easily flattened;

<sup>1</sup> Due to reporting delays, fatality data reported to the CPSC is not considered complete until three years later; thus, the 2021 fatality data were not yet considered complete when the analysis was conducted in 2023.

- capable of conforming to the body or face of an infant; and
- intended or promoted for use by children under one year of age.

See 16 CFR 1500.18(a)(16). This final rule for infant support cushions does not change the existing FHSA ban. That ban was limited to products with the specific hazard presented by loosely filled granular material such as polystyrene beads or pellets, and those products will continue to be banned under the FHSA. Infant support cushions that are not subject to the ban are within the scope of this rule and are required to comply with the performance and labeling requirements of this rule.<sup>2</sup>

#### B. Statutory Authority

Section 104(b)(1)(A) of the CPSIA requires the Commission to (1) examine and assess the effectiveness of voluntary consumer product safety standards for durable infant or toddler products, in consultation with representatives of consumer groups, juvenile product manufacturers, and independent child product engineers and experts and (2) promulgate consumer product safety standards for durable infant and toddler products. See 15 U.S.C. 2056a(b)(1)(A). The Commission must continue to promulgate standards for all categories of durable infant or toddler products until the Commission has promulgated standards for all such product categories. See 15 U.S.C. 2056a(b)(2).

Consistent with section 104(b)(1)(A) of the CPSIA, CPSC consulted with manufacturers, retailers, trade organizations, laboratories, consumer advocacy groups, consultants, and the public to develop this rule, including through participation in the juvenile products subcommittee meetings of ASTM.<sup>3</sup> However, currently no voluntary or mandatory safety standard for infant support cushions exists to

<sup>2</sup> An exemption to the infant pillow ban applies to Boston Billow nursing pillows and substantially similar nursing pillows that are designed to be used only as nursing aids for breastfeeding mothers. 16 CFR 1500.86(a)(9). The exemption applies specifically to the FHSA ban and is not applicable to this rule or to the final rule for nursing pillows. 89 FR 85388 (October 25, 2024).

<sup>3</sup> CPSC formally began the consultation process for this rulemaking in December 2021, via a letter from staff requesting that ASTM form a working group to develop a voluntary standard to reduce the risk of death and injury from hazards associated with infant pillow products, including nursing pillows. In response, ASTM formed two subcommittees intended to develop two separate voluntary standards: the F15.16 Infant Feeding Supports subcommittee, intended to develop a standard for nursing pillows; and the F15.21 Infant Loungers subcommittee. Staff has been actively participating in both ASTM subcommittees to develop voluntary standards that address hazards associated with these products.