

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2333; Airspace Docket No. 24–AAL–111]

RIN 2120–AA66

Modification of Class E Airspace; Alaska, AK

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing the NPRM published in the **Federal Register** on November 7, 2024, which proposed to modify Class E airspace extending upward from 1,200 feet above the surface within a designated landmass and within 12 miles from a designated coastline associated with the state of Alaska. Additionally, this action proposed administrative amendments to update the airspace’s existing Class E airspace legal description. These actions were to support lower altitude instrument flight rules (IFR) operations and enhance safety for aircraft utilizing IFR and visual flight rules (VFR) operations.

DATES: Effective as of 0901 UTC, November 25, 2024, the proposed rule published November 7, 2024 (89 FR 88182, November 7, 2024), is withdrawn.

FOR FURTHER INFORMATION CONTACT: Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2428.

SUPPLEMENTARY INFORMATION:**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** for Docket No. FAA–2024–2333 (89 FR 88182; November 7, 2024). The NPRM proposed to modify Class E airspace extending upward from 1,200 feet above the surface within a designated landmass and within 12 miles from a designated coastline associated with the state of Alaska. Additionally, this action proposed administrative amendments to update the airspace’s existing Class E airspace legal description. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. The FAA is withdrawing this NPRM to further explain the FAA’s proposal and to provide additional information about the need for the change.

The Withdrawal

■ In consideration of the foregoing, the NPRM for Docket No. FAA–2024–2333 (89 FR 88182, November 7, 2024) FR Doc. 2024–25855 is hereby withdrawn.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 Des Moines, Washington, on November 18, 2024.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2443; Airspace Docket No. 24–AWP–87]

RIN 2120–AA66

Modification of Class D Airspace; Torrance Airport, Torrance, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify the Class D airspace at Torrance Airport, Torrance, CA. This action would more appropriately contain instrument flight rules (IFR) and visual flight rules (VFR) operations at the airport. Additionally, the airport’s name and legal description should be amended to match the FAA’s database. **DATES:** Comments must be received on or before January 9, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2024–2443 and Airspace Docket No. 24–AWP–87 using any of the following methods:
* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11J, 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:

Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2428.

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 would modify the Class D airspace to support IFR and VFR operations at Torrance Airport, Torrance, CA.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written