

In accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 8–6(c), the FAA has prepared a memorandum for the record stating the reason(s) for this determination and has placed it in the docket for this rulemaking.

### VIII. Executive Order Determinations

#### A. Executive Order 13132, Federalism

The FAA has analyzed this rule under the principles and criteria of Executive Order 13132. The agency has determined this action will not have a substantial direct effect on the States, or the relationship between the Federal Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, this rule will not have federalism implications.

#### B. Executive Order 13211, Regulations That Significantly Affect Energy Supply, Distribution, or Use

The FAA analyzed this rule under Executive Order 13211. The agency has determined it is not a “significant energy action” under the Executive order and will not be likely to have a significant adverse effect on the supply, distribution, or use of energy.

#### C. Executive Order 13609, Promoting International Regulatory Cooperation

Executive Order 13609 promotes international regulatory cooperation to meet shared challenges involving health, safety, labor, security, environmental, and other issues and to reduce, eliminate, or prevent unnecessary differences in regulatory requirements. The FAA has analyzed this action under the policies and agency responsibilities of Executive Order 13609 and has determined that this action will have no effect on international regulatory cooperation.

### IX. Additional Information

#### A. Electronic Access

Except for classified and controlled unclassified material not authorized for public release, all documents the FAA considered in developing this rule, including economic analyses and technical reports, may be accessed from the internet through the docket for this rulemaking.

Those documents may be viewed online at <https://www.regulations.gov> using the docket number listed above. A copy of this rule will be placed in the docket. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365

days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register’s website at <https://www.federalregister.gov> and the Government Publishing Office’s website at <https://www.govinfo.gov>. A copy may also be found at the FAA’s Regulations and Policies website at [https://www.faa.gov/regulations\\_policies](https://www.faa.gov/regulations_policies).

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM–1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267–9677.

#### B. Small Business Regulatory Enforcement Fairness Act

The Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA) (Pub. L. 104–121) (set forth as a note to 5 U.S.C. 601) requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document may contact its local FAA official, or the persons listed under the **FOR FURTHER INFORMATION CONTACT** heading at the beginning of the preamble. To find out more about SBREFA on the internet, visit [https://www.faa.gov/regulations\\_policies/rulemaking/sbre\\_act/](https://www.faa.gov/regulations_policies/rulemaking/sbre_act/).

#### List of Subjects in 14 CFR Part 91

Air traffic control, Aircraft, Airmen, Airports, Aviation safety, Freight, Yemen.

#### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of title 14, Code of Federal Regulations, as follows:

### PART 91—GENERAL OPERATING AND FLIGHT RULES

- 1. The authority citation for part 91 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, 47534; Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); Sec. 828 of Pub. L. 118–63, 138 Stat. 1330 (49 U.S.C. 44703 note); articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180), (126 Stat. 11).

- 2. Amend § 91.1611 by revising paragraph (e) to read as follows:

### § 91.1611 Special Federal Aviation Regulation No. 115—Prohibition against certain flights in specified areas of the Sanaa Flight Information Region (FIR) (OYSC).

\* \* \* \* \*

(e) *Expiration.* This SFAR will remain in effect until January 7, 2028. The FAA may amend, rescind, or extend this SFAR, as necessary.

Issued in Washington, DC, under the authority of 49 U.S.C. 106(f), 40101(d)(1), 40105(b)(1)(A), and 44701(a)(5).

**Michael G. Whitaker,**  
*Administrator.*

[FR Doc. 2024–31188 Filed 12–27–24; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 107

[Docket No. FAA–2024–2403]

### Accepted Means of Compliance for Small Unmanned Aircraft Category 2 and Category 3 Operations Over Human Beings; Virginia Tech Mid-Atlantic Aviation Partnership (VT MAAP)

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

**ACTION:** Notification of availability.

**SUMMARY:** This document announces the acceptance of a means of compliance with FAA regulations for small unmanned aircraft (sUA) Category 2 and Category 3 operations over human beings. The Administrator finds that VT MAAP’s “Operation of Small Unmanned Aircraft Systems Over People,” version 2.1, dated August 9, 2024, provides an acceptable means, but not the only means, of showing compliance with FAA regulations.

**DATES:** Effective December 30, 2024.

#### FOR FURTHER INFORMATION CONTACT:

*FAA Contact:* Kimberly Luu, Cabin Safety Section, AIR–624, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone and fax 206–231–3414; email [Kimberly.H.Luu@faa.gov](mailto:Kimberly.H.Luu@faa.gov).

*VT MAAP Contact:* Robert Briggs, UAS Chief Engineer, 1991 Kraft Drive, Suite 2018, Blacksburg, VA 24061, (540) 231–9373; [rbriggs@vt.edu](mailto:rbriggs@vt.edu).

**SUPPLEMENTARY INFORMATION:**

**Background**

Title 14, Code of Federal Regulations, part 107, subpart D, prescribes the eligibility and operating requirements for civil sUA to operate over human beings in the United States. To be eligible for use, the sUA must meet the requirements of § 107.120(a) for Category 2 operations or § 107.130(a) for Category 3 operations. These sections require the sUA to be designed, produced, or modified such that it will not cause injury to a human being above a specified severity limit, does not contain any exposed rotating parts that would lacerate human skin, and does not contain any safety defects. Section 107.155 requires that means of compliance with § 107.120(a) or § 107.130(a) be established and FAA-accepted. Section 107.160 requires an applicant to declare that sUA for Category 2 or Category 3 operations meet an FAA-accepted means of compliance.

**Means of Compliance Accepted**

This notice of availability serves as a formal acceptance by the FAA of VT MAAP's "Operation of Small Unmanned Aircraft Systems Over People," version 2.1, as an acceptable means of compliance, but not the only means of compliance with §§ 107.120(a) and 107.130(a). Applicants may also propose alternative means of compliance for FAA review and possible acceptance.

**Revisions**

Revisions to VT MAAP's "Operation of Small Unmanned Aircraft Systems Over People," version 2.1, will not be automatically accepted and will require further FAA acceptance for any revisions to be considered an accepted means of compliance.

Issued in Kansas City, Missouri, on December 20, 2024.

**Patrick R. Mullen,**

*Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.*

[FR Doc. 2024–31234 Filed 12–27–24; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 107**

[Docket No. FAA–2024–1975]

**Accepted Means of Compliance for Small Unmanned Aircraft Category 3 Operations Over Human Beings; Wingtra AG**

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

**ACTION:** Notice of availability.

**SUMMARY:** This document announces the acceptance of a means of compliance with FAA regulations for small unmanned aircraft (sUA) Category 3 operations over human beings. The Administrator finds that Wingtra AG's "Proposed Means of Compliance for Operations Over People (OOP)," dated April 30, 2024, provides an acceptable means, but not the only means, of showing compliance with FAA regulations.

**DATES:** Effective December 30, 2024.

**FOR FURTHER INFORMATION CONTACT:**

*FAA Contact:* Kimberly Luu, Cabin Safety Section, AIR–624, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 2200 South 216th Street, Des Moines, Washington 98198; telephone and fax 206–231–3414; email [Kimberly.H.Luu@faa.gov](mailto:Kimberly.H.Luu@faa.gov) (mail to: [Kimberly.H.Luu@faa.gov](mailto:Kimberly.H.Luu@faa.gov)).

*Wingtra AG Contact:* Armin Ambuehl, CTO, Giesshübelstrasse 40, 8045 Zurich, Switzerland, +41 799032851; [hello@wingtra.com](mailto:hello@wingtra.com) (mail to: [hello@wingtra.com](mailto:hello@wingtra.com)).

**SUPPLEMENTARY INFORMATION:****Background**

Title 14, Code of Federal Regulations, part 107, subpart D, prescribes the eligibility and operating requirements for civil sUA to operate over human beings in the United States. To be eligible for use, the sUA must meet the requirements of § 107.130(a) for Category 3 operations. These sections require the sUA to be designed, produced, or modified such that it will not cause injury to a human being above a specified severity limit, does not contain any exposed rotating parts that would lacerate human skin, and does not contain any safety defects. Section 107.155 requires that means of compliance with § 107.130(a) be established and FAA-accepted. Section 107.160 requires an applicant to declare

that sUA for Category 3 operations meet an FAA-accepted means of compliance.

**Means of Compliance Accepted**

This notification of availability serves as a formal acceptance by the FAA of Wingtra AG's "Proposed Means of Compliance for Operations Over People (OOP)," dated April 30, 2024, as an acceptable means of compliance, but not the only means of compliance with § 107.130(a) for Category 3 operations. Applicants may also propose alternative means of compliance for FAA review and possible acceptance.

**Revisions**

Revisions to Wingtra AG's "Proposed Means of Compliance for Operations Over People (OOP)," dated April 30, 2024, will not be automatically accepted, and will require further FAA acceptance for any revisions to be considered as an accepted means of compliance.

Issued in Kansas City, Missouri, on December 20, 2024.

**Patrick R. Mullen,**

*Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.*

[FR Doc. 2024–31237 Filed 12–27–24; 8:45 am]

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**DEPARTMENT OF COMMERCE****Office of the Secretary****15 CFR Part 6**

[Docket No. 241030–0284]

**RIN 0605–AA69**

**Civil Monetary Penalty Adjustments for Inflation**

**AGENCY:** Office of the Chief Financial Officer and Assistant Secretary for Administration, Department of Commerce.

**ACTION:** Final rule.

**SUMMARY:** This final rule is being issued to adjust for inflation each civil monetary penalty (CMP) provided by law within the jurisdiction of the United States Department of Commerce (Department of Commerce). The Federal Civil Penalties Inflation Adjustment Act of 1990, as amended by the Debt Collection Improvement Act of 1996 and the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, required the head of each agency to adjust for inflation its CMP levels in effect as of November 2, 2015, under a revised methodology that was effective for 2016 which provided for initial