

regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

2024–13–04 Dassault Aviation:

Amendment 39–22778; Docket No. FAA–2024–0998; Project Identifier MCAI–2023–01212–T.

(a) Effective Date

This airworthiness directive (AD) is effective August 16, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD

2023–0208, dated November 22, 2023 (EASA AD 2023–0208).

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Unsafe Condition

This AD was prompted by a determination that non-conforming washers may have been installed in production on engine 1 and 3 forward yokes. The FAA is issuing this AD to address a condition that could lead to cracks in the bolts and the engine forward yokes. The unsafe condition, if not addressed, could result in loss of a lateral engine.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2023–0208.

(h) Exceptions to EASA AD 2023–0208

(1) Where paragraph (2) of EASA AD 2023–0208 specifies to “accomplish the corrective actions,” replace that text with “accomplish a special detailed fatigue inspection to detect cracking of the engine forward yoke, and replace before further flight if any cracking is found.”

(2) This AD does not adopt the “Remarks” section of EASA AD 2023–0208.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Dassault Aviation’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Additional Information

For more information about this AD, contact Tom Rodriguez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 206–231–3226; email: tom.rodriguez@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0208, dated November 22, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0208, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; website easa.europa.eu. You may find this EASA AD on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations, or email fr.inspection@nara.gov.

Issued on June 24, 2024.

James D. Foltz,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024–15305 Filed 7–11–24; 8:45 am]

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FEDERAL TRADE COMMISSION

16 CFR Part 436

Disclosure Requirements and Prohibitions Concerning Franchising

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission (“FTC” or “Commission”) announces revised monetary thresholds for three exemptions from the Franchise Rule. The FTC is required to adjust the size of the monetary thresholds every fourth year based upon changes in the Consumer Price Index for All Urban Consumers (“CPI-U”) published by the Department of Labor.

DATES: This final rule is effective July 12, 2024.

FOR FURTHER INFORMATION CONTACT: Christine M. Todaro, Attorney, Division of Marketing Practices, Bureau of Consumer Protection, Federal Trade Commission, 600 Pennsylvania Avenue NW, Washington, DC 20580, phone: 202–326–3711, email: ctodaro@ftc.gov.

SUPPLEMENTARY INFORMATION: The FTC’s Trade Regulation Rule entitled “Disclosure Requirements and

Prohibitions Concerning Franchising” (“Franchise Rule” or “Rule”) ¹ provides three exemptions based on a monetary threshold: The “minimum payment exemption,” ² the “large franchise investment exemption” ³ and the “large franchisee exemption.” ⁴ The Rule requires the Commission to “adjust the size of the monetary thresholds every fourth year based upon the . . . Consumer Price Index for all urban consumers [CPI-U] published by the Department of Labor.” ⁵ This

requirement, added by the 2007 amendments to the Rule, took effect on July 1, 2007, so that franchisors would have a one-year phase-in period within which to comply with the amended Rule’s revised disclosure requirements before the July 1, 2008, final compliance deadline.⁶

As required by the Rule, the Commission previously revised the three monetary thresholds to reflect inflation in the CPI-U in 2012, 2016, and 2020.⁷ The Commission bases the

exemption monetary thresholds that will take effect on July 12, 2024, on the increase in the CPI-U between 2007 and 2023. During this period, the annual average value of the Consumer Price Index for all urban consumers and all items increased by 46.96%—from an index value of 207.342 to a value of 304.702.⁸ Applying the percentage increase to the three monetary thresholds increases the thresholds as follows:

Exemption	2007 Base	Adjusted 2024 threshold
Minimum Payment	\$500	⁹ \$735
Large Franchise Investment	1,000,000	1,469,600
Large Franchisee	5,000,000	7,348,000

Because the calculation of these thresholds is purely ministerial in nature and implements the Rule’s mandatory adjustment mechanism, these adjustments are exempt from the rulemaking procedures specified in section 18 of the FTC Act.¹⁰ In addition, the Commission has determined that notice and comment are unnecessary under the Administrative Procedure Act (“APA”) for the same reason. The Commission, therefore, has omitted notice and comment for “good cause” as provided by section 553(b)(B) of the APA.¹¹ For this reason, the requirements of the Regulatory Flexibility Act also do not apply.¹² Accordingly, the adjusted thresholds will take effect on July 12, 2024. Pursuant to the Congressional Review Act (5 U.S.C. 801 *et seq.*), the Office of Information and Regulatory Affairs designated this rule as not a “major rule,” as defined by 5 U.S.C. 804(2).

List of Subjects for 16 CFR Part 436

Advertising, Business and industry, Franchising, Trade practices.

For the reasons set forth in the preamble, the Federal Trade Commission amends 16 CFR part 436 as follows:

PART 436—DISCLOSURE REQUIREMENTS AND PROHIBITIONS CONCERNING FRANCHISING

■ 1. The authority citation for part 436 continues to read as follows:

Authority: 15 U.S.C. 41–58.

§ 436.8 [Amended]

■ 2. Amend § 436.8 as follows:

- a. In paragraph (a)(1), remove “\$615” and, in its place, add “\$735”;
- b. In paragraph (a)(5)(i), remove both references to “\$1,233,000” and, in their place, add “\$1,469,600”; and
- c. In paragraph (a)(5)(ii), remove “\$6,165,000” and, in its place, add “\$7,348,000.”

By direction of the Commission.

April J. Tabor,

Secretary.

[FR Doc. 2024–15338 Filed 7–11–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

23 CFR Part 661

[FHWA Docket No. FHWA–2019–0039]

RIN 2125–AF91

Tribal Transportation Facility Bridge Program

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: This final rule amends the existing Tribal Transportation Program Bridge Program, formerly known as the Indian Reservation Road (IRR) Bridge Program, by renaming it the Tribal Transportation Facility Bridge Program (TTFBP) to comply with the changes made in the Moving Ahead for Progress in the 21st Century Act (MAP–21), carried on through the Fixing America’s Surface Transportation (FAST) Act, and the recent changes made by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA). It also removes references to terms such as structurally deficient, functionally obsolete, and sufficiency rating. These updates aligned the TTFBP terminology for bridge conditions with the terminology used for State departments of

rulemaking procedures of section 18 of the FTC Act).

¹¹ 5 U.S.C. 553(b)(B) (providing that “good cause” exists to forego notice and comment when public comment is unnecessary).

¹² 5 U.S.C. 603 and 604 (no regulatory flexibility analyses required where the APA does not require public comment).

¹ 16 CFR part 436.

² 16 CFR 436.8(a)(1).

³ 16 CFR 436.8(a)(5)(i).

⁴ 16 CFR 436.8(a)(5)(ii).

⁵ 16 CFR 436.8(b).

⁶ 72 FR 15444 (Mar. 30, 2007).

⁷ 77 FR 36149 (June 18, 2012); 81 FR 31500 (May 19, 2016); 85 FR 38790 (June 29, 2020).

⁸ Bureau of Labor Statistics, Consumer Price Index: Historical Consumer Price Index for All

Urban Consumers (CPI-U), available at <https://www.bls.gov/cpi/tables/supplemental-files/historical-cpi-u-202402.pdf>.

⁹ As in prior adjustments, the Commission has exercised its inherent discretionary authority to round the total for the minimum payment exemption to facilitate compliance and for clarity.

¹⁰ See 15 U.S.C. 57a(d)(2)(B); 16 CFR 1.15(b) (providing that non-substantive amendments to trade regulation rules are exempt from the