

**(j) New Revision of the Existing Maintenance or Inspection Program**

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2024–0035. Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

**(k) Exceptions to EASA AD 2024–0035**

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2024–0035.

(2) Paragraph (3) of EASA AD 2024–0035 specifies revising “the approved AMP,” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2024–0035 is at the applicable “limitations” and “associated thresholds” as incorporated by the requirements of paragraph (3) of EASA AD 2024–0035, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2024–0035.

(5) This AD does not adopt the “Remarks” section of EASA AD 2024–0035.

**(l) New Provisions for Alternative Actions and Intervals**

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2024–0035.

**(m) 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 (n) of this AD. Information may be emailed to: [9-AVS-AIR-730-AMOC@faa.gov](mailto: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.

**(n) 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](mailto:tom.rodriguez@faa.gov).

**(o) 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.

(3) The following material was approved for IBR on September 25, 2024.

(i) European Union Aviation Safety Agency (EASA) AD 2024–0035, dated January 31, 2024.

(ii) [Reserved]

(4) The following material was approved for IBR on March 17, 2023 (88 FR 8740, February 10, 2023).

(i) European Union Aviation Safety Agency (EASA) AD 2022–0144, dated July 11, 2022.

(ii) [Reserved]

(5) For EASA AD 2024–0035 and EASA AD 2022–0144, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADS@easa.europa.eu](mailto:ADS@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find these EASA ADs on the EASA website [ad.easa.europa.eu](http://ad.easa.europa.eu).

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

(7) 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](http://www.archives.gov/federal-register/cfr/ibr-locations), or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on July 10, 2024.

**James D. Foltz,**

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

[FR Doc. 2024–18632 Filed 8–20–24; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

**[Docket No. FAA–2023–2422; Airspace Docket No. 23–AWP–48]**

**RIN 2120–AA66**

**Modification of Class E Airspace; Bishop Airport, Bishop, CA**

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace designated as a surface area,

Class E airspace area designated as an extension to a Class D or Class E surface area, Class E airspace extending upward from 700 feet above the surface of the earth, and revokes the Class E airspace extending upward from 1,200 feet above the surface of the earth at Bishop Airport, Bishop, CA. These actions support the safety and management of instrument flight rules (IFR) operations at the airport.

**DATES:** Effective date 0901 UTC, December 26, 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](http://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/](http://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 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 will modify Class E airspace to support IFR operations at Bishop Airport, Bishop, CA.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA–2023–2422 in the **Federal Register** (89 FR 33303; April 29, 2024), proposing to modify Class E airspace at Bishop Airport, Bishop, 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.

**Incorporation by Reference**

Class E2, E4, and E5 airspace areas are published in paragraphs 6002, 6004, 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 a surface area, Class E airspace area designated as an extension to a Class E surface area, and Class E airspace extending upward from 700 feet above the surface of the earth. It also revokes Class E airspace extending upward from 1,200 feet above the surface of the earth at Bishop Airport, Bishop, CA.

The Class E airspace designated as a surface area is expanded to include that airspace within a 5-mile radius of the airport, within 1.8 miles northeast and 1 mile southwest of the 147° bearing from the airport, extending from the 5-mile radius to 6.9 miles southeast of the airport, and that airspace within 3.8 miles either side of the 317° bearing extending to the 7.1-mile radius of the airport. This will more appropriately contain arriving IFR operations between the surface and 1,000 feet above the surface while executing the Area Navigation (RNAV) (Global Positioning System [GPS]) M Runway (RWY) 12 and the RNAV (GPS) M RWY 30 approaches. It will also better contain departing IFR operations until reaching the base of adjacent controlled airspace while executing the MOTSE ONE DEPARTURE (RNAV).

The Class E airspace area designated as an extension to a Class D or Class E

surface area is reduced to be within 1.2 miles east and 1.1 miles west of the airport’s 337° bearing extending from the 7.1-mile radius of the airport to 9.6 miles northwest of the airport. This will more appropriately contain arriving IFR operations below 1,000 feet above the surface while executing the Localizer Directional Aid (LDA) RWY 17 approach.

The Class E airspace area extending upward from 700 feet above the surface of the earth is reduced to include that airspace within 3.4 miles northeast and 4 miles southwest of the airport’s 157° bearing extending 7.6 miles southeast of the airport, and 4 miles southwest and 3.4 miles northeast of the airport’s 337° bearing extending 15.2 miles northwest of the airport. This will better contain arriving IFR operations below 1,500 feet above the surface while executing the RNAV (GPS) M RWY 12 and RNAV (GPS) M RWY 30 approaches. The modification will also more appropriately contain departing IFR operations below 1,200 feet above the surface when executing the MOTSE ONE DEPARTURE (RNAV).

The Class E airspace extending upward from 1,200 feet above the surface is revoked, as the area is already within the Coaldale and Los Angeles Class E en route domestic airspace areas.

**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.

**Lists 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 Bishop, CA [Amended]**

Bishop Airport, CA  
(Lat. 37°22’23” N, long. 118°21’49” W)

That airspace extending upwards from the surface within a 5-mile radius of the airport, within 1.8 miles northeast and 1 mile southwest of the airport’s 147° bearing extending to 6.9 miles southeast, and within 3.8 miles either side of the airport’s 317° bearing extending to the 7.1-mile radius of the airport.

\* \* \* \* \*

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

\* \* \* \* \*

**AWP CA E4 Bishop, CA [Amended]**

Bishop Airport, CA  
(Lat. 37°22’23” N, long. 118°21’49” W)

That airspace extending upward from the surface within 1.2 miles east and 1.1 miles west of the airport’s 337° bearing extending from the 7.1-mile radius of the airport to 9.6 miles northwest 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 Bishop, CA [Amended]**

Bishop Airport, CA  
(Lat. 37°22’23” N, long. 118°21’49” W)

That airspace extending upward from 700 feet above the surface within 3.4 miles northeast and 4 miles southwest of the airport's 157° bearing extending 7.6 miles southeast of the airport, and within 3.4 miles northeast and 4 miles southwest of the airport's 337° bearing extending 15.2 miles northwest of the airport.

\* \* \* \* \*

Issued in Des Moines, Washington, on August 12, 2024.

**B.G. Chew,**

Group Manager, Operations Support Group,  
Western Service Center.

[FR Doc. 2024-18601 Filed 8-20-24; 8:45 am]

BILLING CODE 4910-13-P

## SOCIAL SECURITY ADMINISTRATION

### 20 CFR Parts 404, 416, and 422

[Docket No. SSA-2023-0018]

RIN 0960-A122

#### Changes to the Administrative Rules for Claimant Representation and Provisions for Direct Payment to Entities

**AGENCY:** Social Security Administration.  
**ACTION:** Final rule.

**SUMMARY:** We are revising our regulations to enable us to directly pay entities fees we may authorize to their employees, as required by the decision of the United States Court of Appeals for the First Circuit (First Circuit) in *Marasco & Nesselbush, LLP v. Collins*. To make direct payments, issue the necessary tax documents, and properly administer these rules, we are requiring all entities that want to be assigned direct payment of authorized fees and all representatives who want to be appointed on a claim, matter, or issue to register with us. We also are standardizing the registration, appointment, and payment processes. This rule will help us implement the changes required by the *Marasco* decision, increase accessibility to our electronic services, reduce delays, and help us prepare for more automation, thereby improving our program efficiencies.

**DATES:**

*Effective date:* September 20, 2024.

*Implementation:* For information on implementation dates, see

**SUPPLEMENTARY INFORMATION.**

**FOR FURTHER INFORMATION CONTACT:** Mary Quatroche, Director, Office of Disability Policy, Office of Vocational Evaluation and Process Policy, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 966-4794. For information on

eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213 or TTY 1-800-325-0778, or visit our internet site, Social Security Online, at <https://www.ssa.gov>.

**SUPPLEMENTARY INFORMATION:**

**Implementation**

We will implement this final rule in two phases as follows:

*Implementation Phase 1: registration of representatives and entities.*

1. We will implement the following regulation sections on September 30, 2024:

§ 404.1703 Definitions.

§ 404.1705 Who may be your representative.

§ 404.1740 Rules of conduct and standards of responsibility for representatives.

§ 416.1503 Definitions.

§ 416.1505 Who may be your representative.

§ 416.1540 Rules of conduct and standards of responsibility for representatives.

*Implementation Phase 2: appointment of a representative, assignment of direct payment of a representative's fee, and direct payment of representative fees to entities.*

2. We will implement the following regulation sections on December 9, 2024:

§ 404.1707 Appointing a representative.

§ 404.1720 Fee for a representative's services.

§ 404.1730 Payment of fees.

§ 404.1735 Entity eligible for direct payment of fees.

§ 416.1507 Appointing a representative.

§ 416.1520 Fee for a representative's services.

§ 416.1530 Payment of fees.

§ 416.1535 Entity eligible for direct payment of fees.

§ 422.515 Forms used for withdrawal, reconsideration and other appeals, appointment of representative, and representative registration.

**Background**

On August 4, 2023, we published a notice of proposed rulemaking (NPRM), *Changes to the Administrative Rules for Claimant Representation and Provisions for Direct Payment to Entities*,<sup>1</sup> which proposed to update our regulations to enable us to directly pay to entities fees that we may authorize to their employees, as required by the decision of the First Circuit in *Marasco & Nesselbush, LLP v. Collins*, 6 F.4th 150 (1st Cir. 2021). This final rule adopts

these proposed changes, with modifications.

Generally, we must authorize fees that a representative<sup>2</sup> wants to charge or collect for services they provide to a claimant in assistance with their claim.<sup>3</sup> If we authorize a fee to the representative, we may also pay that fee directly out of the claimant's past-due benefits, if certain conditions are met.<sup>4</sup> Previously, our regulations did not allow a representative to assign direct payment of authorized fees to the entity<sup>5</sup> that employs the representative. With the publication of this final rule, we will no longer prevent entities from directly receiving fees associated with a representative's work on a claim. Instead, we are establishing rules and procedures that will allow a representative to assign<sup>6</sup> direct payment of authorized fees to an eligible entity with which the representative affiliates<sup>7</sup> through registration,<sup>8</sup> if certain criteria are met.<sup>9</sup> To comply with the First Circuit's decision, we are establishing or revising several processes in our rules,

<sup>2</sup> *Representative* means an attorney who meets all the requirements of 20 CFR 404.1705(a) and 416.1505(a), or a person other than an attorney who meets all the requirements of 20 CFR 404.1705(b) and 416.1505(b), and whom a claimant appoints to represent them in dealings with us. For purposes of our Rules of conduct and standards of responsibility for representatives in 404.1740-404.1799 and 416.1540-416.1599, "representative" also includes an individual who provides representational services and an individual who is listed as a point of contact (POC) for an entity, as applicable to their identified role. This defined term is used in changes to 20 CFR 404.1703, 404.1720, 404.1740, 416.1503, 416.1520, and 416.1540. Representational services are defined in 20 CFR 404.1703 and 416.1503. For additional information, please see our instructions under our Program Operations Manual System (POMS) GN 03910.020, available at: <https://secure.ssa.gov/apps10/poms.nsf/lrx/0203910020>.

<sup>3</sup> Any person who claims a benefit under our programs may appoint a representative(s) to assist with their claim, and representatives may seek a fee for the services they provide.

<sup>4</sup> Generally, we will pay the fee directly if the representative is registered and eligible for direct payment, did not waive the fee or direct payment of the fee, and there are past-due benefits.

<sup>5</sup> *Entity* means any business, firm, or other association, including but not limited to partnerships, corporations, for-profit organizations, and not-for-profit organizations. See 20 CFR 404.1703 and 416.1503.

<sup>6</sup> *Assignment* means the transfer of the right to receive direct payment of an authorized fee to an entity as described in sections 404.1730(e) and 416.1530(e). This defined term is used in changes to 20 CFR 404.1703, 404.1730, 416.1503, and 416.1530.

<sup>7</sup> *Affiliate* means to associate with an entity through our prescribed registration process. See 20 CFR 404.1703 and 416.1503.

<sup>8</sup> We allow representatives to affiliate with the entity of their choice through registration using the Form SSA-1699, Representative Registration.

<sup>9</sup> If all the conditions are met, we will accept an assignment and certify payment of the authorized fee to the entity. We are making these changes to 20 CFR 404.1720 and 416.1520.