

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 Airbus Defense and Space S.A.'s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Additional Information

For more information about this AD, contact Shahram Daneshmandi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 206-231-3220; email shahram.daneshmandi@faa.gov.

(l) 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 2024-0049, dated February 20, 2024.

(ii) [Reserved]

(3) For EASA AD 2024-0049, 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 August 26, 2024.

Victor Wicklund,

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

[FR Doc. 2024-19534 Filed 8-29-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2024-2159; Airspace Docket No. 24-AGL-20]

RIN 2120-AA66

Amendment of Class E Airspace; Zanesville, OH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend the Class E airspace at Zanesville, OH. The FAA is proposing this action as the result of an airspace review conducted due to the decommissioning of the Zanesville very high frequency omnidirectional range (VOR) as part of the VOR Minimum Operational Network (MON) Program. The geographic coordinates of the Zanesville Municipal Airport, Zanesville, OH, and the name of Genesis Health Care Heliport, Zanesville, OH, would also be updated to coincide with the FAA's aeronautical database. This action will bring the airspace into compliance with FAA orders and support instrument flight rule (IFR) procedures and operations.

DATES: Comments must be received on or before October 15, 2024.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2024-2159 and Airspace Docket No. 24-AGL-20 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instruction 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 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 7400.11H, 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 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 amend the Class E surface airspace and the Class E airspace extending upward from 700 feet above the surface at Zanesville Municipal Airport, Zanesville, OH, to support IFR operations at this airport.

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 comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report

summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT post these comments, without edit, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice (DOT/ALL-14FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Class E airspace is published in paragraphs 6002 and 6005 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 proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would be published subsequently in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 by:

Modifying the Class E surface airspace to within a 4.5-mile (increased from a 4-mile) radius of Zanesville Municipal Airport, Zanesville, OH; removing the Zanesville NDB and associated extensions from the airspace legal description as they are no longer needed; removing the Zanesville VOR/DME and associated extensions from the airspace legal description; updating the geographic coordinates of Zanesville Municipal Airport to coincide with the FAA's aeronautical database; and removing the city associated with Riverside Airport, Zanesville, OH, from the header of the airspace legal description to comply with changes to FAA Order JO 7400.2P, Procedures for Handling Airspace Matters;

And modifying the Class E airspace extending upward from 700 feet above the surface to within a 7-mile (reduced from an 8.5-mile) radius of Zanesville Municipal Airport; removing the Zanesville VOR/DME and associated extension from the airspace legal description; adding an extension 4 miles each side of the 034° bearing from the airport extending from the 7-mile radius to 11.4 miles northeast of the airport; adding an extension 4 miles each side of the 214° bearing from the airport extending from the 7-mile radius to 11.5 miles southwest of the airport; adding the Genesis Health Care Heliport, Zanesville, OH, point in space coordinates that had been inadvertently removed from the airspace legal description in a previous amendment to the header of the airspace legal description; updating the name of the Genesis Health Care Heliport (previous Bethesda Hospital) to coincide with the FAA's aeronautical database; and removing the exclusionary language as it is no longer required.

This action is the result of an airspace review conducted as part of the decommissioning of the Zanesville VOR as part of the VOR MON Program and to support IFR operations at this airport.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 Designates as a Surface Area.

* * * * *

AGL OH E2 Zanesville, OH [Amended]

Zanesville Municipal Airport, OH
(Lat. 39°56'40" N, long. 81°53'32" W)
Riverside Airport, OH
(Lat. 39°59'10" N, long. 81°59'01" W)

Within a 4.5-mile radius of the Zanesville Municipal Airport excluding that airspace within a 1-mile radius of the Riverside Airport.

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

* * * * *

AGL OH E5 Zanesville, OH [Amended]

Zanesville Municipal Airport, OH
(Lat. 39°56'40" N, long. 81°53'32" W)

Genesis Health Care Heliport Point in Space Coordinates

(Lat. 39°59'05" N, long. 82°01'30" W)

That airspace extending upward from 700 feet above the surface within an 7-mile radius of the Zanesville Municipal Airport; and within 4 miles each side of the 034° bearing from the airport extending from the 7-mile radius of the airport to 11.4 miles northeast of the airport; and within 4 miles each side of the 214° bearing from the airport extending from the 7-mile radius of the airport to 11.5 miles southwest of the airport; and within a 6-mile radius of the Genesis Health Care Heliport point in space coordinates.

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Issued in Fort Worth, Texas, on August 26, 2024.

Martin A. Skinner,

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

[FR Doc. 2024-19477 Filed 8-29-24; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG-111629-23]

RIN 1545-BM80

Guidance Regarding Elections Relating to Foreign Currency Gains and Losses

Correction

In Proposed Rule Document 2024-18281, appearing on pages 67336-67341, in the issue of Tuesday, August 20, 2024, make the following corrections:

1. On page 67336, in the second column, in the **DATES** section, in the third line, "October 18, 2024" should read "October 21, 2024".

2. On the same page, in the same column, in the same section, in the fourth line "August 20, 2024" should read "August 19, 2024".

[FR Doc. C1-2024-18281 Filed 8-28-24; 2:00 pm]

BILLING CODE 0099-10-D

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2024-0500]

RIN 1625-AA00

Safety and Security Zones: Pilgrim Nuclear Power Plant, Plymouth Massachusetts

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to disestablish the existing security zone for Pilgrim Nuclear Power Plant, Plymouth, Massachusetts. Since the implementation of the regulation, the facility has permanently ceased power operations making the provisions of the security zone no longer applicable. The waterfront facility's security zone will be removed from all charts, publications, and other navigational references. All related private aids to navigational marking the boundaries of the security zone will also be removed. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before September 30, 2024.

ADDRESSES: You may submit comments identified by docket number USCG-2024-0500 using the Federal Decision-Making Portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call, or email Mr. Timothy Chase, Sector Boston, Waterways Management Division, U.S. Coast Guard; telephone 617-447-1620, email Timothy.w.chase@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port Sector Boston
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

On September 11, 2001, four commercial aircraft were hijacked and flown into the World Trade Center in New York City, and the Pentagon, inflicting catastrophic human casualties and property damage. National security and intelligence officials warned that future terrorist attacks were likely.

In response, on May 30, 2002, the Coast Guard published a final rule titled "Safety and Security Zones; Pilgrim Nuclear Power Plant, Plymouth Massachusetts" in the **Federal Register** (67 FR 37693). On October 2, 2009 the regulation was amended by **Federal Register** (74 FR 50925) establishing a permanent safety and security zone on all waters of Cape Cod Bay and land adjacent to those waters enclosed by a line beginning at position 41-56'59.3" N, 070-34'58.5" W; thence to 41-57'12.2" N, 070-34'41.9" W; thence to 41-56'42.3" N, 070-34'00.1" W; thence to 41-56'29.5" N, 070-34'14.5" W within Captain of the Port (COTP) Sector Boston, Massachusetts as part of a comprehensive, port security regime designed to safeguard human life, vessels and waterfront facilities from sabotage or terrorist acts.

On June 10, 2019, Entergy Nuclear Operations Inc (site prior owner) notified the U.S. Nuclear Regulatory Commission (NRC) that the power operations have ceased at Pilgrim Nuclear Station (PNPS) and that the nuclear fuel was permanently removed from the PNPS reactor vessel as per 10 CFR 50.82(a)(1)(i). Effectively, Entergy understood and acknowledged that upon docketing these certifications (ML19161A033), the PNPS 10 CFR part 50 license no longer authorized operation of the reactor or emplacement or retention of fuel in the reactor vessel. Subsequently, the facility license and ownership of Pilgrim Station was transferred to HDI on August 27, 2019 (ML19235A050).

On December 14, 2021, HDI notified the NRC (ML21348A748) that all nuclear fuel was transferred out of the spent nuclear fuel pool and was placed in dry cask storage containers within the newly built Independent Spent Fuel Storage Installation (ISFSI). These dry cask storage containers are air cooled and do not rely on cooling water from Cape Cod Bay for nuclear fuel cooling.

On January 9, 2024, Entergy Nuclear Operation, Inc, notified the Coast Guard that they had provided all the required documentation for disestablishment to the U.S. Nuclear Regulatory Commission as per 10 CFR 50.82(a)(1)(i). Power operations have