

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## CONSUMER FINANCIAL PROTECTION BUREAU

### 12 CFR Part 1002

[Docket No. CFPB–2024–0018]

RIN 3170–AA09

#### Small Business Lending Under the Equal Credit Opportunity Act (Regulation B); Extension of Compliance Dates; Correction

**AGENCY:** Consumer Financial Protection Bureau.

**ACTION:** Interim final rule with request for public comment; correcting amendment.

**SUMMARY:** On July 3, 2024, the Consumer Financial Protection Bureau (CFPB) published the “Small Business Lending Under the Equal Credit Opportunity Act (Regulation B); Extension of Compliance Dates” interim final rule with request for public comment (interim rule) in the **Federal Register**. Amendatory instruction 2 in the interim rule contained a typographical error; this document corrects this typographical error.

**DATES:** This correction is effective September 19, 2024.

**FOR FURTHER INFORMATION CONTACT:** George Karithanom, Regulatory Implementation and Guidance Program Analyst, Office of Regulations, at 202–435–7700 or <https://reginquiries.consumerfinance.gov/>. If you require this document in an alternative electronic format, please contact [CFPB\\_Accessibility@cfpb.gov](mailto:CFPB_Accessibility@cfpb.gov).

**SUPPLEMENTARY INFORMATION:** On July 3, 2024, the Consumer Financial Protection Bureau (CFPB) published the interim rule in the **Federal Register**.<sup>1</sup> Amendatory instruction 2 in the third column of page 55029 of volume 89 of the **Federal Register** contained a typographical error. Specifically, the phrase “2. Section 1002.14 is amended

by:” should have read: “2. Section 1002.114 is amended by:”. The CFPB is issuing this document to correct this typographical error.

#### List of Subjects in 12 CFR Part 1002

Banks, banking, Civil rights, Consumer protection, Credit, Credit unions, Marital status discrimination, National banks, Penalties.

#### Authority and Issuance

For the reasons set forth in the preamble, the CFPB amends Regulation B, 12 CFR part 1002, by making the following correcting amendment:

#### PART 1002—EQUAL CREDIT OPPORTUNITY ACT (REGULATION B)

■ 1. The authority citation for part 1002 continues to read as follows:

**Authority:** 12 U.S.C. 5512, 5581; 15 U.S.C. 1691b. Subpart B is also issued under 15 U.S.C. 1691c–2.

■ 2. Section 1002.114 is amended:

■ a. In paragraph (b)(1), by removing “October 1, 2024” and adding in its place “July 18, 2025”;

■ b. In paragraph (b)(2), by removing “April 1, 2025” and adding in its place “January 16, 2026”;

■ c. In paragraphs (b)(3) and (4), by removing “January 1, 2026” and adding in its place “October 18, 2026”;

■ d. By adding paragraph (c)(3).

The addition reads as follows:

#### § 1002.114 Effective date, compliance date, and special transitional rules.

\* \* \* \* \*

(c) \* \* \*

(3) *Alternative time period for determining compliance dates.* A financial institution is permitted to use its originations of covered credit transactions in each of calendar years 2023 and 2024 in lieu of calendar years 2022 and 2023 as specified in paragraphs (b) and (c)(2) of this section.

**Paul Hannah,**

*Senior Counsel and Federal Register Liaison, Consumer Financial Protection Bureau.*

[FR Doc. 2024–21265 Filed 9–18–24; 8:45 am]

**BILLING CODE 4810–AM–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–1957; Airspace Docket No. 23–AAL–28]

RIN 2120–AA66

#### Amendment of Jet Route J–133 and Establishment of Area Navigation Route Q–801 in the Vicinity of Anchorage, AK

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published in the **Federal Register** of August 30, 2024, that amends Jet Route J–133 and establishes Area Navigation Route (RNAV) Q–801 in the vicinity of Anchorage, AK. This action corrects a typographical error in the preamble and in the regulatory text for J–133.

**DATES:** Effective date: 0901 UTC October 31, 2024.

**ADDRESSES:** 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, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Steven Roff, Airspace Policy Group, Office of Airspace Services, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

#### History

The FAA published a final rule in the **Federal Register** (89 FR 70474; August 30, 2024) for Docket No. FAA–2023–1957 that amends Jet Route J–133 and establishes RNAV route Q–801 in the vicinity of Anchorage, AK. Subsequent to publication, the FAA identified a typographical error in the preamble, **SUPPLEMENTARY INFORMATION**, The Rule section, and in the regulatory text for J–133. The final rule listed the route points in a North to South order. The route points should be listed in a South

<sup>1</sup> 89 FR 55024 (July 3, 2024).

or North order. This action corrects that error.

### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, Amendment of Jet Route J-133 and Establishment of Area Navigation Route Q-801 in the Vicinity of Anchorage, SK, published in the **Federal Register** of August 30, 2024 (89 FR 70474), FR Doc. 2024-19356, is corrected as follows:

■ On page 70475, in column 2, under the heading “The Rule,” the second paragraph is revised to read as follows:

J-133: Jet route J-133 extends between Anchorage, AK, VOR/DME and Galena, AK, VOR/DME.

■ On page 70476, at the top of column 3, the description for Jet Route J-133 is revised to read as follows:

#### J-133 [Amended]

From Galena, AK to Anchorage, AK.

\* \* \* \* \*

Issued in Washington, DC, on September 13, 2024.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2024-21260 Filed 9-18-24; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Parts 401, 413, 415, 431, 435, 437, 440, 450, and 460

[Docket No. FAA-2023-1656; Amdt. Nos. 401-10, 413-13, 415-8, 431-8, 435-6, 437-4, 440-7, 450-3, 460-4]

RIN 2120-AL19

### U.S. Commercial Space Launch Competitiveness Act Incorporation

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

**ACTION:** Final rule.

**SUMMARY:** This final rule incorporates various changes required by the United States Commercial Space Launch Competitiveness Act of 2015. This final rule provides regulatory clarity to applicants seeking licenses for space flight operations involving government astronauts by adding two new subparts to the human space flight regulations containing requirements for operators with government astronauts with and without safety-critical roles on board vehicles.

**DATES:** Effective November 18, 2024.

The compliance date for this final rule is November 18, 2024.

**ADDRESSES:** For information on where to obtain copies of rulemaking documents and other information related to this final rule, see “How to Obtain Additional Information” in the **SUPPLEMENTARY INFORMATION** section of this document.

#### FOR FURTHER INFORMATION CONTACT:

Charles Huet, Space Policy Division, Space Regulations and Standards Branch, ASZ-210, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 306-9069; email [charles.huet@faa.gov](mailto:charles.huet@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### List of Abbreviations and Acronyms Frequently Used in This Document

Expendable Launch Vehicle (ELV)  
International Civil Aviation Organization (ICAO)  
Maximum Probable Loss (MPL)  
National Aeronautics and Space Administration (NASA)  
Reusable Launch Vehicle (RLV)  
United States Commercial Space Launch Competitiveness Act (CSLCA)  
United States Government (USG)

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#### I. Authority for This Rulemaking

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901-50923 (the Act), authorizes the Secretary of

Transportation to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites within the United States (U.S.) or as carried out by U.S. citizens. Section 50905 directs the Secretary to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States. In addition, section 50903 requires the Secretary to encourage, facilitate, and promote commercial space launches and reentries by the private sector. As codified in 49 CFR 1.83(b), the Secretary has delegated authority to the FAA Administrator to carry out these functions.

## II. Executive Summary

### A. Purpose of the Regulatory Action

This rule makes several changes to incorporate government astronauts in the regulations, in accordance with the United States Commercial Space Launch Competitiveness Act (CSLCA).<sup>1</sup> It amends title 14 of the Code of Federal Regulations (14 CFR) parts 401, 413, 415, 431, 435, 437, 440, 450, and 460 by incorporating statutory changes resulting from the CSLCA. Specifically, it adds definitions for “Government astronaut,” “International partner astronaut,” and “International Space Station Intergovernmental Agreement,” and revises definitions of “Human space flight incident,” “Launch,” “Launch accident,” “Reenter; reentry” “Reentry accident,” and “Space flight participant,” to incorporate changes required by adding the definition of “Government astronaut.” The rule also creates two new subparts in 14 CFR part 460 that include requirements for operators and applicants whose licensed or permitted operations involve government astronauts with and without safety-critical roles on board a vehicle. The rule revises the human space flight sections of parts 415, 431, 435, 437, and 450 to add government astronauts to the list of people who can be on board a launch or reentry vehicle, and adds certain additional provisions in part 460 to the list of provisions with which an operator must comply.

Additionally, this rule expands the applicability of part 437 to include launching or reentering certain reusable suborbital vehicles. The rule also revises parts 401, 413, 415, 431, 435, 437, 440,

<sup>1</sup> The CSLCA adds government astronauts as a third category of people on board launch or reentry vehicles, excludes government astronauts from the definition of third party, adds space flight participants to the waiver of claims with operators, and expands the applicability of permits to more types of vehicles and operations.