

effective date and the fact that there is no substantive change to the rule.

Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule, Airspace Docket 23–AGL–17, published in the **Federal Register** on September 22, 2023 (88 FR 65311), FR Doc. 2023–20449, with an effective date of November 30, 2023, delayed on October 19, 2023 (88 FR 71990), FR Doc. 2023–22993, to March 21, 2024, is hereby delayed until May 16, 2024.

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.

Issued in Washington, DC, on January 16, 2024.

Frank Lias,

Manager, Airspace and Rules Group.

[FR Doc. 2024–01043 Filed 1–19–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1006; Airspace Docket No. 22–AWP–65]

RIN 2120–AA66

Modification of Class E Airspace; Minden-Tahoe Airport, Minden, NV; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule that published in the **Federal Register** on December 22, 2023. The final rule modified Class E airspace extending upward from 700 feet above the surface at Minden-Tahoe Airport, Minden, NV. This action corrects a typographical error within the airspace legal description text.

DATES: Effective 0901 UTC, March 21, 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 7400.11, Airspace Designations and Reporting Points, and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11H, 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:

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:

History

The FAA published a final rule in the **Federal Register** (88 FR 88528; December 22, 2023) for Docket FAA–2023–1006, which modified Class E airspace extending upward from 700 feet above the surface at the Minden-Tahoe Airport, Minden, NV. Subsequent to publication, the FAA identified that the listed title associated with the Class E airspace indicated California (CA) instead of Nevada (NV). The FAA also identified an error in the text of the Class E airspace legal description. The airspace extending from the 4.2-miles radius to 7 miles south of the airport is described as “1.2 miles each side of a 180° bearing”; it should say “1.1 miles each side of the airport’s 180° bearing”, as proposed. This action corrects these typographical errors.

Correction to the Final Rule

In FR Doc 2023–28228 at 88528, published in the **Federal Register** on December 22, 2023, the FAA makes the following corrections:

1. On page 88529, beginning in the second and continuing into the third column, correct the AWP NV E5 Minden airspace title and description to read as follows:

AWP NV E5 Minden, NV [Corrected]

Minden-Tahoe Airport, NV
(Lat. 39°00′02″ N, long. 119°45′04″ W)

That airspace extending upward from 700 feet above the surface within a 4.2-mile radius of the airport, that airspace 2 miles each side of the airport’s 001° bearing extending from the 4.2-mile radius to 8.9 miles north of the airport, and that airspace 1.1 miles each side of the airport’s 180° bearing extending from the 4.2-mile radius to 7 miles south of the airport.

Issued in Des Moines, Washington.

Joseph Bert,

Acting Group Manager, Western Service Center, Operations Support Group.

[FR Doc. 2024–01061 Filed 1–19–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1417; Airspace Docket No. 22–AEA–17]

RIN 2120–AA66

Establishment of United States Area Navigation Route (RNAV) Q–476, and Amendment of United States (RNAV) Route T–393; Northeastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes United States Area Navigation (RNAV) Route Q–476, and amends RNAV Route T–393 in support of the Next Generation Air Transportation System (NextGen) efforts to provide a modern RNAV route structure to improve the safety and efficiency of the National Airspace System (NAS).

DATES: Effective date 0901 UTC, March 21, 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 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/. 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: Brian Vidis, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

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 it will expand the availability of RNAV routing in the eastern United States and improve the efficient flow of air traffic within the NAS by lessening the dependency on ground-based navigation.

History

The FAA published a NPRM for Docket No. FAA–2023–1417 in the **Federal Register** (88 FR 42889; July 5, 2023), proposing to establish one and amend one RNAV route in support of transitioning the NAS from a ground-based to a satellite-based navigation. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

Subsequent to the publication of the NPRM, the FAA identified a typographical error in the title and the summary that incorrectly stated RNAV Route T–739 was to be amended. The correct RNAV Route amended is T–393.

Additionally, in the NPRM's description of RNAV Route T–393, the FAA incorrectly listed the GAILS, MA route point as a waypoint (WP). The route point is actually identified as a Fix in the National Airspace System Resource (NASR) database and charted as a Fix accordingly. This final rule corrects these errors.

Incorporation by Reference

United States Area Navigation routes are published in paragraph 2006 and 6011 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 establishing RNAV Route Q–476 and amending RNAV Route T–393 in the northeastern United States to support NextGen efforts to provide a modern RNAV route structure to improve the safety and efficiency of the NAS. The RNAV routes are described below.

Q–476: Q–476 is a new RNAV route that extends from the Jamestown, NY (JHW), Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) to the NWTON, NJ, WP. This route overlays portions of Jet Routes J–106 and J–70 from the Jamestown VOR/DME to the Stillwater, NY (STW), VOR/DME. Q–476 provides connectivity for RNAV-equipped aircraft between the Jamestown, NY area and the Newark, NJ area.

T–393: T–393 is an amended route that extends from the GAILS, MA, Fix to the Burlington, VT (BTV), VOR/DME. This amended route replaces the PUTNM, CT, WP with the Putnam, CT (PUT), VOR/DME due to the Putnam, CT (PUT), VOR/DME planned decommissioning being extended until the year 2028. Fixes are removed from the route's legal description for segments that contain turns of less than one degree. The following Fixes are removed: INNDY, MA, Fix; FOSTY, RI, Fix; GRIPE, MA, Fix; STRUM, NH, Fix; UNKER, NH, Fix; MCADM, NH, Fix; ZIECH, VT, Fix; DAVID, VT, Fix; CEVIB, VT, Fix; and POROE, VT, Fix.

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 of establishing RNAV Route Q–476 and amending RNAV Route T–393 in the northeastern United States, to

provide additional RNAV routing within the NAS in support of transitioning it from ground-based to satellite-based navigation, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph 5–6.5b, which categorically excludes from further environmental impact review “Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, *Designation of jet routes and VOR Federal airways*) . . .”. As such, this airspace action is not expected to cause any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

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 2006 United States Area
Navigation Routes.

* * * * *

Q-476 Jamestown, NY (JHW) to NWTON, NJ [New]		
Jamestown, NY (JHW)	VOR/DME	(Lat. 42°11'18.99" N, long. 079°07'16.71" W)
WLKES, PA	WP	(Lat. 41°16'22.57" N, long. 075°41'21.60" W)
NWTON, NJ	WP	(Lat. 40°59'45.19" N, long. 074°52'09.21" W)

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Paragraph 6011 United States Area
Navigation Routes.

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T-393 GAILS, MA to Burlington, VT (BTV) [Amended]		
GAILS, MA	FIX	(Lat. 41°52'08.51" N, long. 070°24'07.69" W)
Providence, RI (PVD)	VOR/DME	(Lat. 41°43'27.63" N, long. 071°25'46.71" W)
Putnam, CT (PUT)	VOR/DME	(Lat. 41°57'19.66" N, long. 071°50'38.74" W)
Gardner, MA (GDM)	VOR/DME	(Lat. 42°32'45.32" N, long. 072°03'29.48" W)
KEYNN, NH	WP	(Lat. 42°47'39.99" N, long. 072°17'30.35" W)
LBNON, NH	WP	(Lat. 43°40'44.43" N, long. 072°12'58.18" W)
Montpelier, VT (MPV)	VOR/DME	(Lat. 44°05'07.72" N, long. 072°26'57.71" W)
Burlington, VT (BTV)	VOR/DME	(Lat. 44°23'49.58" N, long. 073°10'57.49" W)

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Issued in Washington, DC, on January 11,
2024.
Frank Lias,
Manager, Rules and Regulations Group.
[FR Doc. 2024-00803 Filed 1-19-24; 8:45 am]
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DEPARTMENT OF THE INTERIOR

Office of Natural Resources Revenue

30 CFR Part 1241

[Docket No. ONRR-2022-0003; DS63644000
DR2000000.CH7000 245D1113RT]

RIN 1012-AA36

2024 Civil Monetary Penalty Inflation
Adjustments

AGENCY: Office of Natural Resources
Revenue (ONRR), Interior.

ACTION: Final rule.

SUMMARY: Pursuant to the Federal Civil
Penalties Inflation Adjustment Act of
1990, as amended by the Federal Civil
Penalties Inflation Adjustment Act
Improvements Act of 2015 (referred to
herein as the “Inflation Adjustment
Acts”), and Office of Management and
Budget (OMB) guidance, ONRR is
adjusting for inflation the civil monetary
penalty (CMP) amounts it assesses
under the Federal Oil and Gas Royalty
Management Act of 1982 (FOGRMA).
DATES: This rule is effective on January
22, 2024.
FOR FURTHER INFORMATION CONTACT: For
questions on procedural issues, contact

Ginger Hensley, Regulatory Specialist,
by telephone at (303) 231-3171 or by
email to Ginger.Hensley@onrr.gov. For
questions on technical issues, contact
Michael Marchetti, Enforcement
Program Manager, by telephone at (303)
231-3125 or by email to
Michael.Marchetti@onrr.gov.

SUPPLEMENTARY INFORMATION:

- I. Background
- II. ONRR’s Inflation-Adjusted Maximum
Rates
- III. Procedural Matters
- A. Regulatory Planning and Review
(Executive Orders 12866, 13563, and
14094)
- B. Regulatory Flexibility Act
- C. Congressional Review Act
- D. Unfunded Mandates Reform Act
- E. Takings (Executive Order 12630)
- F. Federalism (Executive Order 13132)
- G. Civil Justice Reform (Executive Order
12988)
- H. Consultation With Indian Tribes
(Executive Order 13175)
- I. Paperwork Reduction Act
- J. National Environmental Policy Act
- K. Effects on the Energy Supply (Executive
Order 13211)
- L. Clarity of This Regulation
- M. Administrative Procedure Act

I. Background

FOGRMA, at 30 U.S.C. 1719(a)
through (d), authorizes the Secretary of
the Interior (“Secretary”) to assess CMPs
for royalty reporting and other
violations. Pursuant to authority
delegated to it by the Secretary, ONRR
published regulations at 30 CFR part
1241 implementing the Secretary’s CMP
authority. The Inflation Adjustment
Acts require Federal agencies to publish

annual CMP inflation adjustments in the
Federal Register by January 15th of each
year.

The Inflation Adjustment Acts and
OMB Memorandum No. M-24-07,
December 19, 2023, (“OMB
Memorandum”) specify that the annual
inflation adjustments are based on the
percent change between the Consumer
Price Index for all Urban Consumers
(“CPI-U”) published by the Department
of Labor for the month of October in the
year of the previous adjustment, and the
October CPI-U for the preceding year.
The OMB Memorandum further
specifies that the cost-of-living
adjustment multiplier for 2024, not
seasonally adjusted, is 1.03241 for CY
2024 (the October 2023 CPI-U (307.671)
divided by the October 2022 CPI-U
(298.012) = 1.03241). ONRR used this
guidance to calculate required inflation
adjustments. Pursuant to the Inflation
Adjustment Acts, any increases in CMPs
are rounded to the nearest whole dollar
and the new maximum penalty rates
apply to CMPs assessed after the date
the increase takes effect.

II. ONRR’s Inflation-Adjusted
Maximum Rates

This final rule increases the
maximum CMP dollar amounts for each
of the four violation categories
identified in 30 U.S.C. 1719(a)–(d) and
implemented by 30 CFR part 1241. The
following table identifies the applicable
ONRR regulations, the dollar amounts
set forth in the regulations, and the
adjusted amounts.