

proposed development of the Class E airspace at the Ottawa Executive Airport located in Zeeland, MI, believed that the development of a Class Echo airspace around Ottawa Executive Airport (Z98), will be greatly beneficial to the airport and its surrounding airports. They felt that since there is currently no published instrument procedures, it is unsafe for even instrumental rated pilots to attempt to navigate around the airport. It was also stated that Z98 should receive an AWOS system to ensure weather safety for pilots operating from the airport. They also, believed that the establishment of a Class E airspace would prove greatly beneficial to Ottawa Executive Airport.

The other commenter expressed their support for the proposed development of Class E airspace at the Ottawa Executive Airport located in Zeeland, MI. Expressed that the change will significantly improve the safety of IFR operations at Z98. The 6.4-mile radius seems reasonable as the boundary for the airspace as this will establish safer approaches and departures under instrument operations. Also, stated that Z98, would be a great alternative as an airport with instrument procedures, if a pilot were not interested in entering the neighboring Class C and D airports. Commenter felt this would improve airport traffic and benefit the local economy. However, they would consider Z98 to obtain an AWOS/ASOS for METAs as an extra precaution, while this airport is developing a Class E. Overall, this proposal would be efficient in improving the safety and efficiency at the Ottawa Executive Airport in Zeeland, Michigan. The FAA only considers airports for Class E airspace establishment to support instrument flight rule operations at an airport.

#### Incorporation by Reference

Class E airspace designations are published in paragraph 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 amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. FAA Order JO 7400.11J 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 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### The Rule

This amendment to 14 CFR part 71 establishes Class E airspace extending upward from 700 feet above the surface to within a 6.4-mile radius of Ottawa Executive Airport, Zeeland, MI.

#### 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 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and

effective September 15, 2024, is amended as follows:

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

\* \* \* \* \*

#### **AGL MI E5 Zeeland, MI [Establish]**

Ottawa Executive Airport, MI, SD  
(Lat. 42°49′02″ N, long. 85°55′41″ W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Ottawa Executive Airport.

\* \* \* \* \*

Issued in Fort Worth, Texas, on December 5, 2024.

**Martin A. Skinner,**

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

[FR Doc. 2024–29317 Filed 12–12–24; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 71**

**Docket No. FAA–2024–1347; Airspace  
Docket No. 23–AWP–47**

**RIN 2120–AA66**

**Amendment of United States Area Navigation Routes Q–1 and Q–902, Very High Frequency Omnidirectional Range Federal Airway V–495, and Jet Route J–502. Also, the Revocation of Jet Route J–589 and the Establishment of United States Area Navigation Route T–487 and Canadian Area Navigation Route T–895 in Northwestern United States.**

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a typographical error in the final rule published in the **Federal Register** on October 24, 2024, amending United States Area Navigation (RNAV) Route Q–1, Canadian RNAV Route Q–902, Very High Frequency Omnidirectional Range (VOR) Federal Airway V–495, and Jet Route J–502; revoking Jet Route J–589; and establishing United States RNAV Route T–487 in Northwestern United States. This action corrects a typographical error in the regulatory text for Q–902 and T–487.

**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 7400.11J, 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, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 corrects an error of incorrect coordinates in a previously published regulatory text.

##### **History**

The FAA published a final rule for Docket No. FAA–2024–1347 in the **Federal Register** (89 FR 84812; October 24, 2024) that amended Q–1, Q–902, V–495, and J–502. The action also revoked J–589 and established T–487 and T–895. Subsequent to publication, the FAA identified the coordinates listed in the regulatory text for the route point DISCO are incorrect. This action corrects that error.

##### **Correction to Final Rule**

Accordingly, pursuant to the authority delegated to me, Amendment of United States Area Navigation Routes Q–1 and Q–902, Very High Frequency Omnidirectional Range Federal Airway V–495, and Jet Route J–502. Also, the revocation of Jet Route J–589 and the

establishment of United States Area Navigation Route T–487 and Canadian Area Navigation Route T–895 in Northwestern United States, published in the **Federal Register** on October 24, 2024 (89 FR 84812), is corrected as follows:

FR Doc. 2024–24590, on page 84814, the coordinates listed for the route point DISCO in the regulatory text for Q–902 and T–487 are revised to read (lat. 48°22'35.81" N, long. 123°09'30.60" W)

Issued in Washington, DC, on December 9, 2024.

**Richard Lee Parks,**

*Manager(A), Rules and Regulations Group.*

[FR Doc. 2024–29299 Filed 12–12–24; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT**

### **24 CFR Part 200**

**[Docket No. FR–6423–F–02]**

**RIN 2502–AJ72**

#### **Disbursing Multifamily Mortgage Proceeds: Permitting Mortgagees To Disburse Mortgage Proceeds With Mortgagor-Provided Funds**

**AGENCY:** Office of the Assistant Secretary for Housing—Federal Housing Commissioner, Department of Housing and Urban Development (HUD).

**ACTION:** Final rule.

**SUMMARY:** When funds provided by a mortgagor to a mortgagee are not fully disbursed with the initial advance of the insured mortgage proceeds, this final rule permits mortgagees to disburse up to 1 percent of the mortgage amount initially endorsed for insurance before requiring that the funds provided by the mortgagor be disbursed in full. This change to HUD's requirements removes unusual and burdensome mortgage servicing practices that may result from pooling mortgages into mortgage-backed securities guaranteed by the Government National Mortgage Association prior to the funds provided by the mortgagor being disbursed in full. This final rule adopts HUD's August 6, 2024, proposed rule with only minor, non-substantive revisions.

**DATES:** Effective January 13, 2025.

**FOR FURTHER INFORMATION CONTACT:** Margaret Lawrence, Deputy Director, Office of Multifamily Production, Department of Housing and Urban Development, 451 7th Street SW, Room 6134, Washington, DC 20410, telephone 202–431–7397 (this is not a toll-free number). HUD welcomes and is

prepared to receive calls from individuals who are deaf or hard of hearing, as well as individuals with speech or communication disabilities. To learn more about how to make an accessible telephone call, please visit <https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs>.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background**

##### **24 CFR 200.54 and Ginnie Mae Guaranteed Mortgage-Backed Securities**

Mortgagees seeking to originate a Federal Housing Administration (FHA)-insured mortgage regulated pursuant to 24 CFR part 200, subpart A, must comply with the project completion funding requirements in 24 CFR 200.54. These requirements provide that a mortgagor must deposit funds with its mortgagee that are sufficient, when added to the proceeds from the FHA-insured mortgage, to assure completion of planned multifamily or healthcare facility project work and to pay the initial service charge, carrying charges, and legal and organization expenses incident to the construction of the project. Typically, 24 CFR 200.54(b) requires that the funds deposited by the mortgagor with the mortgagee (mortgagor-provided funds) must be disbursed in full for project work, material, and incidental charges and expenses (collectively, “project-related expenses”) before the mortgagee may disburse any mortgage proceeds. HUD requires that mortgagees disburse the mortgagor-provided funds in full before disbursing any mortgage proceeds as a basic risk measure.<sup>1</sup>

For most mortgages regulated pursuant to 24 CFR part 200, subpart A, the mortgagor-provided funds are disbursed in full to pay for project-related expenses with the initial advance of the insured mortgage proceeds at the time the insured mortgage is endorsed. For certain mortgages, however, the amount of mortgagor-provided funds exceeds the amount of project-related expenses due at the time the insured mortgage is endorsed. Where the mortgagor-provided funds are not fully disbursed at the time the insured mortgage is endorsed, the mortgagor-provided funds are fully disbursed through subsequent disbursements by the mortgagee, usually with the mortgagor-provided funds

<sup>1</sup> HUD's regulations at 24 CFR 200.54(c) allow an exception to the requirement in 24 CFR 200.54(b) for certain projects involving low-income housing tax credit syndication proceeds, historic tax-credit syndication proceeds, New Markets Tax Credits proceeds, and funds provided by a grant or loan from a Federal, State, or local government.