

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.*

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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]

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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of the regulation, the facility has permanently ceased power operations making the provisions of the security zone no longer applicable.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