

information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this request for comments contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this request for comments, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this request for comments. Submissions containing CBI should be sent to the person in the **FOR FURTHER INFORMATION CONTACT** section of this document. Any commentary that FAA receives which is not specifically designated as CBI will be placed in the public docket for this request for comments.

#### *C. Electronic Access and Filing*

A copy of this request for comments, all comments received, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the docket number listed above. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at [www.federalregister.gov](http://www.federalregister.gov) and the Government Publishing Office's website at [www.govinfo.gov](http://www.govinfo.gov).

Copies may also be obtained by sending a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW, Washington, DC 20591, or by calling (202) 267-9677. Commenters must identify the docket number of this request for comments.

#### *D. Small Business Regulatory Enforcement Fairness Act*

The Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996 requires FAA to comply with small entity requests for information or advice about compliance with statutes and regulations within its jurisdiction. A small entity with questions regarding this document may contact its local FAA official, or the person listed under the **FOR FURTHER INFORMATION CONTACT** heading at the beginning of the preamble. To find out more about SBREFA on the internet, visit [www.faa.gov/regulations\\_policies/rulemaking/sbre\\_act/](http://www.faa.gov/regulations_policies/rulemaking/sbre_act/).

Issued under the authority of 49 U.S.C. 44114 in Washington, DC.

**Hugh J. Thomas,**

*Acting Deputy Executive Director, Flight Standards Service.*

[FR Doc. 2025-05738 Filed 4-2-25; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

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

**[Docket No. FAA-2025-0400; Airspace Docket No. 25-AEA-4]**

**RIN 2120-AA66**

#### **Revocation of Class D and Class E4 Airspace; Establishment of Class E2 Airspace; Amendment of Class E5 Airspace Aberdeen, MD**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to remove Class D and E4 airspace at Phillips Army Airfield (AAF) due to the closure of the air traffic control tower. This action proposes to establish Class E2 airspace extending upward from the surface above Phillips AAF, Aberdeen, MD, at the request of the United States Army to provide the required airspace for Instrument Flight Rules (IFR) operations at Phillips AAF. This action also proposes to amend Class E5 airspace to accommodate the decommissioning of Aberdeen non-directional radio beacon (NDB), and cancellation of the associated instrument approach procedures. Controlled airspace is necessary for the safety and management of IFR operations in the area for existing instrument approaches.

**DATES:** Comments must be received on or before May 19, 2025.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2025-0400 and Airspace Docket No. 25-AEA-4 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* 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 for 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](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the 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 for Federal holidays.

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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

#### **FOR FURTHER INFORMATION CONTACT:**

Robert Scott Stuart, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5926.

#### **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 remove Class D and E4, establish Class E2, and amend Class E5 airspace in Aberdeen, MD.

#### **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 receives 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 posts these comments, without edits, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

#### Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://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/](http://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 Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during regular business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

#### Incorporation by Reference

Class D and Class E airspace designations are published in paragraphs 5000, 6002, 6004, 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024. These updates will be published in the next

update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### The Proposal

This action proposes an amendment to 14 CFR part 71 to remove Class D and E4 airspace, establish Class E2 airspace, and amend Class E5 airspace for Phillips AAF, Aberdeen, MD.

This action proposes to remove the Class D and Class E4 airspaces extending upward from the surface above Phillips Army Airfield (AAF), Aberdeen, MD, as the air traffic control tower will be permanently closing and no longer providing air traffic control services.

This action proposes to establish Class E airspace extending upward from the surface that is required to support the existing RNAV approach servicing Phillips AAF and at the request of the United States Army. Controlled airspace is necessary for the safety and management of IFR operations for existing instrument approaches at Phillips AAF.

This action proposes to amend Class E5 airspace extending upward from 700 feet above the surface for Phillips AAF, Aberdeen, MD, to accommodate airspace reconfiguration due to the decommissioning of Aberdeen's non-directional radio beacon (NDB) and cancellation of the NDB approaches. The reconfiguration would remove the extension from the 8.3-mile radius of Phillips AAF extending clockwise from the 260° bearing to the 030° bearing from the airport leaving only the 6.9-mile radius Class E5 airspace that is required for existing approaches into Phillips AAF.

#### 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 Department of Transportation (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 final regulatory action by the FAA.

#### Lists 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 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 5000 Class D Airspace.*

\* \* \* \* \*

#### AEA MD D Aberdeen, MD [Remove]

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.4-mile radius of Phillips AAF; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

\* \* \* \* \*

*Paragraph 6004 Class E Airspace Designated as an Extension to a Class D Surface Area.*

\* \* \* \* \*

#### AEA MD E4 Aberdeen, MD [Remove]

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from the surface within 2 miles each side of the 028° bearing from Phillips AAF, extending from the 4.4-mile radius of the airport to 9 miles

northeast of the airport; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

\* \* \* \* \*

*Paragraph 6002 Class E Surface Airspace.*

\* \* \* \* \*

#### **AEA MD E2 Aberdeen, MD [New]**

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from the surface within a 4.4-mile radius of Phillips AAF; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

\* \* \* \* \*

*Paragraph 6005 Class E Airspace.*

\* \* \* \* \*

#### **AEA MD E5 Aberdeen, MD [Amended]**

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Phillips AAF excluding the airspace in Restricted Areas R-4001A and R-4001B when they are in effect.

\* \* \* \* \*

Issued in College Park, Georgia, on March 28, 2025.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2025-05636 Filed 4-2-25; 8:45 am]

**BILLING CODE 4910-13-P**

## **DEPARTMENT OF TRANSPORTATION**

### **14 CFR Chapters I Through III**

### **23 CFR Chapters I Through III**

### **33 CFR Chapter IV**

### **46 CFR Chapter II**

### **48 CFR Chapter 12**

### **49 CFR Subtitle A and Subtitle B, Chapters I Through III and V and VI**

[Docket No. DOT-OST-2025-0026]

### **Ensuring Lawful Regulation; Reducing Regulation and Controlling Regulatory Costs**

**AGENCY:** Office of the Secretary, Department of Transportation.

**ACTION:** Request for information (RFI).

**SUMMARY:** As part of its implementation of Executive orders issued by the President, including Executive Order 14219, “Ensuring Lawful Governance and Implementation of the President’s ‘Department of Government Efficiency’ Deregulatory Agenda,” issued on February 19, 2025, and Executive Order 14192, “Unleashing Prosperity through Deregulation,” issued on January 31, 2025, the Department of Transportation (DOT) seeks comments and information to assist DOT in identifying existing regulations, guidance, paperwork requirements, and other regulatory obligations that can be modified or repealed, consistent with law, to ensure that DOT administrative actions do not undermine the national interest and that DOT achieves meaningful burden reduction while continuing to meet statutory obligations and ensure the safety of the U.S. transportation system.

**DATES:** Written comments and information are requested on or before May 5, 2025.

**ADDRESSES:** Interested persons are encouraged to submit comments, identified by “Regulatory Reform RFI,” by any of the following methods:

*Federal eRulemaking Portal:* <https://www.regulations.gov>. Follow the instructions for submitting comments.

*Email:* [Transportation.RegulatoryInfo@dot.gov](mailto:Transportation.RegulatoryInfo@dot.gov). Include “Regulatory Reform RFI” in the subject line of the message.

*Mail:* U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Ave. SE, Washington, DC 20590.

All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

#### **Electronic Access and Filing**

This document and all comments received may be viewed online through the Federal eRulemaking portal at <https://www.regulations.gov> using the docket number listed above. Electronic retrieval help and guidelines are also available at <https://www.regulations.gov>. An electronic copy of this document may also be downloaded from the Office of the Federal Register’s website at [www.FederalRegister.gov](http://www.FederalRegister.gov) and the U.S. Government Publishing Office’s website at [www.GovInfo.gov](http://www.GovInfo.gov). All comments received before the close of business on the comment closing date indicated above will be considered and will be available for examination in the docket at the above address. Comments received after the comment closing date

will be filed in the docket and will be considered to the extent practicable.

#### **FOR FURTHER INFORMATION CONTACT:**

Daniel Cohen, U.S. Department of Transportation, Office of the General Counsel, 1200 New Jersey Ave. SE, Washington, DC 20590. Telephone: (202) 366-4702. Email:

[Transportation.RegulatoryInfo@dot.gov](mailto:Transportation.RegulatoryInfo@dot.gov).

#### **SUPPLEMENTARY INFORMATION:**

On February 19, 2025, the President issued Executive Order 14219, “Ensuring Lawful Regulation and Implementing the President’s ‘Department of Government Efficiency’ Deregulatory Agenda” (90 FR 10583; February 25, 2025). That order stated the policy of the Administration is to focus the executive branch’s limited enforcement resources on regulations squarely authorized by constitutional Federal statutes and commence the deconstruction of the overbearing and burdensome administrative state. Pursuant to the order, agencies are required to identify and report to the Office of Information and Regulatory Affairs (OIRA) within the Office of Management and Budget on regulations in one or more of the following categories:

(i) Unconstitutional regulations and regulations that raise serious constitutional difficulties, such as exceeding the scope of the power vested in the Federal Government by the Constitution;

(ii) Regulations that are based on unlawful delegations of legislative power;

(iii) Regulations that are based on anything other than the best reading of the underlying statutory authority or prohibition;

(iv) Regulations that implicate matters of social, political, or economic significance that are not authorized by clear statutory authority;

(v) Regulations that impose significant costs upon private parties that are not outweighed by public benefits;

(vi) Regulations that harm the national interest by significantly and unjustifiably impeding technological innovation, infrastructure development, disaster response, inflation reduction, research and development, economic development, energy production, land use, and foreign policy objectives; and

(vii) regulations that impose undue burdens on small business and impede private enterprise and entrepreneurship. After receiving this report, OIRA is instructed to consult with agency heads to develop a Unified Regulatory Agenda to rescind or modify identified regulations as appropriate and consider these factors when evaluating potential