

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 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 7400.11J, 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.

* * * * *

ANM WY E5 Cheyenne, WY [Amended]

Cheyenne Regional/Jerry Olson Field, WY (Lat. 41°09'20" N, long. 104°48'38" W)

That airspace extending upward from 700 feet above the surface within an 8.1-mile radius of Cheyenne Regional/Jerry Olson Field, within a 9.1-mile radius of the airport between its 209° bearing clockwise to its 336° bearing, within 2.4 miles each side of the airport's 028° bearing extending from its 8.1-mile radius to 10.8 miles northeast of the airport, and within 2.2 miles each side of the

airport's 275° bearing extending from its 9.1-mile radius to 10.6 miles west of the airport.

* * * * *

Issued in Des Moines, Washington, on April 1, 2025.

B.G. Chew,

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

[FR Doc. 2025–06055 Filed 4–9–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2499; Airspace
Docket No. 24–ANM–116]

RIN 2120–AA66

Establishment of Class E Airspace; Blanding Municipal Airport, Blanding, UT

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace at Blanding Municipal Airport, UT by establishing Class E airspace extending upward from 700 feet above the surface and removing Class E airspace extending from 1,200 feet above the surface at the airport. Additionally, this action makes administrative amendments to update the airport's legal description. These actions support the airport's instrument flight rules (IFR) operations by modifying transitional Class E airspace at the airport.

DATES: Effective date 0901 UTC, August 7, 2025, 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 7400.11J, 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, Policy Directorate, Federal Aviation Administration, 600 Independence

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

FOR FURTHER INFORMATION CONTACT:

Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

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 modifies Class E airspace at Blanding Municipal Airport, Blanding, UT, by establishing Class E airspace extending upward from 700 feet above the surface and removing Class E airspace extending from 1,200 feet above the surface at the airport.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2024–2499 in the **Federal Register** (90 FR 1049; January 7, 2025), proposing to establish Class E airspace at Blanding Municipal Airport, Blanding, UT. 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

The exclusionary language for the proposed Class E airspace within the NPRM contained the phrase “excluding that airspace parallel to the runway 3.1 miles west.” That phrase has been modified to read “excluding that airspace beyond 3.1 miles west of and parallel to the runway” for added clarity in the airspace description.

Class E airspace extending upward from at least 700 feet above the surface already exists at the airport, however, the NPRM contained verbiage within its title and body that described the desired airspace action as the “establishment” of Class E airspace. The proposal should have included verbiage that instead described the desired action as the “modification” of Class E airspace.

Incorporation by Reference

Class E airspace areas 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. These amendments 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 Rule

This action amends 14 CFR part 71 by modifying the Class E airspace extending upward from 700 feet or more above the surface at Blanding Municipal Airport, Blanding, UT.

Class E airspace extending upward from 700 feet is established within a 6.2-mile radius of the airport excluding that airspace beyond 3.1 miles west of and parallel to the runway, and is extended 11.9 miles to the northeast to contain departing IFR operations until they reach 1,200 feet above the surface. Class E airspace extending upward from 1,200 feet above the surface is removed due to redundancy, as containment is provided by Denver Class E En Route Domestic Airspace that also extends upward from 1,200 feet above the surface.

Finally, the legal description's geographical coordinates for the airport are updated to match the FAA's database.

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 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.

List 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 7400.11J, 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.

* * * * *

ANM UT E5 Blanding, UT [Amended]

Blanding Municipal Airport, UT
(Lat. 37°35'00" N, long. 109°28'60" W)

That airspace extending upward from 700 feet above the surface within a 6.2-mile radius of the airport excluding that airspace beyond 3.1 miles west of and parallel to the runway, and within 2.1 miles northwest and 2.9 miles southeast of the airport's 032° bearing extending from the 6.2-mile radius to 11.9 miles northeast.

* * * * *

Issued in Des Moines, Washington, on April 4, 2025.

B.G. Chew,

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

[FR Doc. 2025–06111 Filed 4–9–25; 8:45 am]

BILLING CODE 4910–13–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MB Docket No. 25–14; RM–11994; DA 25–304; FR ID 288969]

Television Broadcasting Services Monroe, Louisiana

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: This document amends the Table of TV Allotments (table) of the Federal Communications Commission's (Commission) rules by substituting channel *29 for channel *13 at Monroe, Louisiana in response to a Petition for Rulemaking filed by Louisiana Educational Television Authority (LETA), the licensee of noncommercial educational television PBS member station KLTM–TV, channel *13, Monroe, Louisiana. The staff engineering analysis finds that the proposal is in compliance with the Commission's principal community coverage and technical requirements. The substitution of channel *29 for channel *13 in the table will not result in any loss of existing service and it will also allow LETA to remedy its known viewer reception issues on its currently authorized VHF channel.

DATES: Effective April 10, 2025.

FOR FURTHER INFORMATION CONTACT:

Emily Harrison, Media Bureau, at Emily.Harrison@fcc.gov, (202) 418–1665, or Mark Colombo, Media Bureau, at Mark.Colombo@fcc.gov, (202) 418–7611.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Report and Order*, MB Docket No. 25–14; RM–11994; DA 25–304, adopted April 3, 2025, and released April 3, 2025. The proposed rule was published at 90 FR 10877 on February 28, 2025. The full text of this document is available online at <https://www.fcc.gov/edocs>.

This document does not contain information collection requirements subject to the Paperwork Reduction Act of 1995, Public Law 104–13. In addition, therefore, it does not contain any proposed information collection burden "for small business concerns with fewer than 25 employees," pursuant to the Small Business Paperwork Relief Act of 2002, Public Law 107–198, *see* 44 U.S.C. 3506(c)(4). Provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, do not apply to this proceeding.

The Commission will send a copy of the *Report and Order* in a report to be sent to Congress and the Government