

decommissioning of the Chinook, AK, NDB.

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 amending Colored Federal Airways Green 8 (G–8), Green 10 (G–10), Green 12 (G–12), and Red 99 (R–99) and revoking Colored Federal Airway Blue 27 (B–27) and Alaskan VOR Federal Airway V–619 in Alaska qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) 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 5–6.5k, which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in 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. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an

environmental assessment or environmental impact study.

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 6009 Colored Federal Airways.
* * * * *

G–8 [Amended]

From Shemya, AK, NDB, 20 AGL; Mount Moffett, AK, NDB/DME, 20 AGL; Dutch Harbor, AK, NDB/DME, 20 AGL; INT Dutch Harbor, AK, NDB/DME 041° and Elfee, AK, NDB 253° bearings, 20 AGL; Elfee, AK, NDB.
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G–10 [Amended]

From Cape Newenham, AK, NDB/DME; 20 AGL St. Paul Island, AK, NDB/DME; 20 AGL Elfee AK, NDB; 20 AGL INT Elfee NDB 041° and Port Heiden, AK, NDB/DME 248° bearings; 20 AGL Port Heiden NDB/DME; 67 miles 12 AGL, 77 miles 85 MSL, 67 miles 12 AGL, Woody Island, AK, NDB.
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G–12 [Amended]

Port Heiden, AK, NDB/DME, 20 AGL; Borland, AK, NDB/DME; 20 AGL; to Elfee, AK, NDB.
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R–99 [Amended]

From St. Paul Island, AK, NDB/DME, 20 AGL; Dutch Harbor, AK, NDB/DME.
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B–27 [Removed]

Paragraph 6010(b) Alaskan VOR Federal Airway.
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V–619 [Removed]

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Issued in Washington, DC, on May 6, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

[FR Doc. 2025–08270 Filed 5–12–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2048; Airspace Docket No. 24–AWP–101]

RIN 2120–AA66

Modification of Class E Airspace; Colusa County Airport, Colusa, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the Class E airspace extending upward from 700 feet above the surface of the earth and removes the Class E airspace extending upward from 1,200 feet above the surface at Colusa County Airport, Colusa, CA. Additionally, this action proposes administrative amendments to update the airport’s Class E airspace legal description. These actions will support the safety and management of instrument flight rules (IFR) operations 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:

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:**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 to support IFR operations at Colusa County Airport, Colusa, CA.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2024–2048 in the **Federal Register** (89 FR 94601; November 29, 2024),¹ proposing to modify Class E airspace at Colusa County Airport, Colusa, CA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class E5 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. 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 action amends 14 CFR part 71 by modifying the Class E airspace extending upward from 700 feet above the surface and removing the Class E airspace extending upward from 1,200 feet above the surface at Colusa County Airport, Colusa CA.

The Class E airspace extending upward from 700 feet above the surface is expanded to a 6.6-mile radius to better contain departing aircraft until reaching 1,200 feet above the surface when executing the Runway (RWY) 14 obstacle departure procedure. A 5.4-mile extension to the south is established to appropriately contain arriving IFR operations below 1,500 feet above the surface while executing the Very High Frequency Omnidirectional Range (VOR)-A approach procedure. A .2-mile extension to the northwest is established to contain aircraft ascending via the Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 32 missed approach procedure until reaching 1,200 feet above the surface.

Additionally, the Colusa Class E airspace beginning at 1,200 feet above the surface is removed as it is redundant.

Finally, the airport's geographic coordinates within the legal description 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, 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.

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 part 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.

* * * * *

AWP CA E5 Colusa, CA [Amended]

Colusa County Airport, CA

(Lat. 39°10'44.4″ N, long. 121°59'36″ W)

That airspace extending upward from 700 feet above the surface within 6.6-mile radius of the airport, within 1.5 miles either side of the 193° bearing extending from the 6.6-mile radius to 12 miles south of the airport, and within 1.8 miles either side of the 331° bearing extending from the 6.6-mile radius to 6.8 miles northwest of the airport.

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Issued in Des Moines, Washington, on May 7, 2025.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION**Federal Highway Administration****23 CFR Part 490**

[Docket No. FHWA–2025–0001]

RIN 2125–AG16

National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure; Correction

AGENCY: Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

ACTION: Final rule; correction.

¹ Due to a technical error the notice of proposed rulemaking for Docket No. FAA–2024–2048 published in the Rules and Regulations section of the November 29, 2024 **Federal Register** rather than in the Proposed Rules section.