

Additionally, the FAA has updated the Pine Bluffs Municipal Airport legal description in its database after publication of the NPRM. To be consistent with that updated legal description, the airport reference point in this Final Rule is amended to read lat. 41°09'09" N, long. 104°08'05" W. As this is a minor administrative change, it is implemented in this action.

#### 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. 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 establishing Class E airspace extending upward from 700 feet above the surface of the earth at Pine Bluffs Municipal Airport, Pine Bluffs, WY, which is transitioning from VFR to IFR operations due to the development of instrument procedures.

To support this effort, Class E airspace is established within a 7-mile radius of the airport, within 2.1 miles either side of the airport's 090° bearing extending 9.5 mile east, and within 2.1 miles either side of the airport's 270° bearing extending 12.2 miles west. This transitional Class E airspace supports IFR arrival and departure procedures within controlled airspace.

#### 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 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 Pine Bluffs, WY [New]**

Pine Bluffs Municipal Airport, WY  
(lat. 41°09'09" N, long. 104°08'05" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the airport, within 2.1 miles either side of the airport's 090° bearing extending 9.5 mile east, within 2.1 miles either side of the airport's 270° bearing extending 12.2 miles west of Pine Bluffs Municipal Airport, WY.

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Issued in Des Moines, Washington, on April 14, 2025.

#### **B.G. Chew,**

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

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## **SECURITIES AND EXCHANGE COMMISSION**

### **17 CFR Part 232**

[Release Nos. 33–11369; 34–102685; 39–2560; IC–35502]

#### **Adoption of Updated EDGAR Filer Manual**

**AGENCY:** Securities and Exchange Commission.

**ACTION:** Final rule.

**SUMMARY:** The Securities and Exchange Commission ("Commission") is adopting amendments to Volume II of the Electronic Data Gathering, Analysis, and Retrieval system Filer Manual ("EDGAR Filer Manual" or "Filer Manual") and related rules and forms. Version 73 of Volume II of the Filer Manual reflects and identifies changes to EDGAR made in connection with Release 25.1, and Version 74 of Volume II of the Filer Manual synthesizes changes from Version 73 with changes to EDGAR made in connection with the Commission's September 27, 2024, EDGAR Filer Access and Account Management rulemaking ("EDGAR Next"). The Commission is incorporating by reference Version 74 of Volume II.

**DATES:** *Effective date:* April 18, 2025. The incorporation by reference of certain material listed in this final rule is approved by the Director of the Federal Register as of April 18, 2025. The incorporation by reference of certain other material listed in this final rule was approved by the Director of the Federal Register as of March 24, 2025.

**FOR FURTHER INFORMATION CONTACT:** For questions regarding the amendments to Volume II of the Filer Manual, please contact Rosemary Filou, Deputy Director and Chief Counsel, Lidian Pereira, Senior Special Counsel, or Jane Patterson, Senior Special Counsel, in the EDGAR Business Office at (202) 551–3900. For questions regarding Inline XBRL tagging requirements for disclosures by Special Purpose Acquisition Companies, please contact Robert Errett, Sean Harrison, Todd Canali or Joseph Lonergan in the Disclosure Management Office in the Division of Corporation Finance at (202) 551–3225. For questions regarding filers' transition to access EDGAR Next, please contact Filer Support in the EDGAR Business Office at (202) 551–8900 and select option "2".

**SUPPLEMENTARY INFORMATION:** We are adopting updated versions of the Filer Manual, Volume II: "EDGAR Filing," Versions 73 and 74 (March 2025) and

amendments to 17 CFR 232.301 (“Rule 301”). The updated Filer Manual is incorporated by reference into the Code of Federal Regulations.

### I. Background

The Filer Manual contains information needed for filers to make submissions on EDGAR. Filers must comply with the applicable provisions of the Filer Manual in order to assure the timely acceptance and processing of filings made in electronic format.<sup>1</sup> Filers must consult the Filer Manual in conjunction with our rules governing mandated electronic filings when preparing documents for electronic submission.

### II. EDGAR System Changes and Associated Modifications to Volume II of the Filer Manual

EDGAR is being updated in EDGAR Release 25.1 and in connection with the EDGAR Next rulemaking, and corresponding amendments to Volume II of the Filer Manual are being made to reflect these changes, as described below.<sup>2</sup>

#### *Inline XBRL Tagging Requirements for Disclosures by Special Purpose Acquisition Companies (“SPACs”)*

In January 2024, the Commission adopted new rules and form amendments applicable to initial public offerings by special purpose acquisition companies (“SPACs”) and in subsequent business combination transactions between SPACs and target companies.<sup>3</sup> Beginning in June 2025, registrants must tag disclosure required under the final rules in Inline XBRL. EDGAR is being updated to support compliance with the tagging requirements. These changes are reflected in Version 73 of Volume II, operational March 17, 2025.

#### *EDGAR Filer Access and Account Management (“EDGAR Next”)*

On September 27, 2024, the Commission adopted rule and form amendments related to EDGAR filer access and account management known as EDGAR Next, including but not limited to amendments to Form ID, the application for EDGAR access and the EDGAR Filer Manual, Volume I.<sup>4</sup> On

March 24, 2025, pursuant to the EDGAR Next adopting release, amendments to Form ID and to Volume I of the Filer Manual were effective. In addition, the EDGAR Filer Management website “dashboard” was implemented, the EDGAR access process for asset-backed security issuing entities was moved from the EDGAR Filing website to the dashboard, and optional Application Interfaces for interaction with EDGAR became available for filers that have enrolled in EDGAR Next and those whose Form ID application for EDGAR access was granted on or after March 24, 2025.

In the EDGAR Next adopting release, the Commission also indicated that it expected to adopt additional changes to Volume II of the EDGAR Filer Manual in accord with the rule and form amendments prior to September 15, 2025. Volume II of the Filer Manual was, therefore, amended to correspond to the changes to Volume I of the Filer Manual that the Commission approved as part of the EDGAR Next rulemaking. These changes are reflected in Version 74 of Volume II. Volume II of the Filer Manual, Version 74 was posted on March 24, 2025, when amended Form ID and Volume I of the Filer Manual were effective.

### III. Amendments to Rule 301 of Regulation S–T

Along with the adoption of the updated Filer Manual, we are amending Rule 301 of Regulation S–T to provide for the incorporation by reference into the Code of Federal Regulations of the current revisions. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

The updated EDGAR Filer Manual is available at <https://www.sec.gov/edgar/filerinformation/current-edgar-filer-manual>.

### IV. Administrative Law Matters

Because the Filer Manual and rule amendments relate solely to agency procedures or practice and do not substantially alter the rights and obligations of non-agency parties, publication for notice and comment is not required under the Administrative Procedure Act (“APA”).<sup>5</sup> It follows that the amendments do not require analysis under requirements of the Regulatory Flexibility Act<sup>6</sup> or a report to Congress under the Small Business Regulatory Enforcement Fairness Act of 1996.<sup>7</sup>

The effective date for the updated Filer Manual and related rule amendments is April 18, 2025. In accordance with the APA,<sup>8</sup> we find that there is good cause to establish an effective date less than 30 days after publication of these rules. The Commission believes that establishing an effective date less than 30 days after publication of these rules is necessary to coordinate the effectiveness of the updated Filer Manual with the related system upgrades.

#### *Statutory Basis*

We are adopting the amendments to Regulation S–T under the authority in sections 6, 7, 8, 10, and 19(a) of the Securities Act of 1933,<sup>9</sup> sections 3, 12, 13, 14, 15, 15B, 23, and 35A of the Securities Exchange Act of 1934,<sup>10</sup> section 319 of the Trust Indenture Act of 1939,<sup>11</sup> and sections 8, 30, 31, and 38 of the Investment Company Act of 1940.<sup>12</sup>

#### **List of Subjects in 17 CFR Part 232**

Incorporation by reference, Reporting and recordkeeping requirements, Securities.

In accordance with the foregoing, title 17, chapter II of the Code of Federal Regulations is amended as follows:

#### **PART 232—REGULATION S–T—GENERAL RULES AND REGULATIONS FOR ELECTRONIC FILINGS**

■ 1. The general authority citation for part 232 continues to read as follows:

**Authority:** 15 U.S.C. 77c, 77f, 77g, 77h, 77j, 77s(a), 77z–3, 77sss(a), 78c(b), 78l, 78m, 78n, 78n–1, 78o(d), 78w(a), 78ll, 80a–6(c), 80a–8, 80a–29, 80a–30, 80a–37, 7201 *et seq.*; and 18 U.S.C. 1350, unless otherwise noted.

\* \* \* \* \*

■ 2. Section 232.301 is revised to read as follows:

#### **§ 232.301 EDGAR Filer Manual.**

Filers must prepare electronic filings in the manner prescribed by the EDGAR Filer Manual, promulgated by the Commission, which sets forth the technical formatting requirements for electronic submissions. The requirements for becoming an EDGAR Filer and updating company data are set forth in the EDGAR Filer Manual, Volume I: “General Information,” Version 42, issued September 27, 2024. The requirements for filing on EDGAR are set forth in the updated EDGAR Filer

<sup>8</sup> 5 U.S.C. 553(d)(3).

<sup>9</sup> 15 U.S.C. 77f, 77g, 77h, 77j, and 77s(a).

<sup>10</sup> 15 U.S.C. 78c, 78l, 78m, 78n, 78o, 78o–4, 78w, and 78ll.

<sup>11</sup> 15 U.S.C. 77sss.

<sup>12</sup> 15 U.S.C. 80a–8, 80a–29, 80a–30, and 80a–37.

<sup>1</sup> See Rule 301 of Regulation S–T.

<sup>2</sup> EDGAR Release 24.4 was deployed on Dec. 16, 2024.

<sup>3</sup> See Special Purpose Acquisition Companies, Shell Companies, and Projections, Release No. 33–11265 (Jan. 24, 2024) [89 FR 14158 (Feb. 26, 2024)]; Correction to amendatory instruction [89 FR 51823 (Feb. 26, 2024)].

<sup>4</sup> See EDGAR Filer Access and Account Management, Release No. 33–11313 (Sept. 27, 2024) [89 FR 106108 (Dec. 27, 2024)].

<sup>5</sup> 5 U.S.C. 553(b)(A).

<sup>6</sup> 5 U.S.C. 601 through 612.

<sup>7</sup> 5 U.S.C. 804(3)(c).

Manual, Volume II: “EDGAR Filing,” Version 74 (March 2025). All EDGAR material referenced in this paragraph is incorporated by reference into this section with the approval of the Director of the Federal Register under 5 U.S.C. 552(a) and 1 CFR part 51. You must comply with these requirements in order for documents to be timely received and accepted. The EDGAR Filer Manual is available for inspection at the Commission and at the National Archives and Records Administration (NARA). The EDGAR Filer Manual is available for website viewing and printing in the Commission’s Public Reference Room, 100 F Street NE, Washington, DC 20549; (202) 551-3900; [Library@sec.gov](mailto:Library@sec.gov), on official business days between the hours of 10 a.m. and 3 p.m. Operating conditions may limit access to the Commission’s Public Reference Room. The EDGAR Filer Manual may also be obtained from <https://www.sec.gov/edgar/filerinformation/current-edgar-filer-manual>. For information on the availability of the EDGAR Filer Manual at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

By the Commission.

Dated: March 17, 2025.

**Vanessa A. Countryman,**  
Secretary.

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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

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

**ACTION:** Final rule.

**SUMMARY:** This final rule repeals a requirement that State departments of transportation (State DOT) and metropolitan planning organizations (MPO) establish declining carbon dioxide (CO<sub>2</sub>) targets for the greenhouse gas (GHG) measure and report on progress toward the achievement of the target.

**DATES:** This final rule is effective May 19, 2025.

**FOR FURTHER INFORMATION CONTACT:** Mr. Gary A. Jensen, Office of Natural Environment, (202) 366-2048, or via email at [Gary.Jensen@dot.gov](mailto:Gary.Jensen@dot.gov), or Mr. Lev Gabrilovich, Office of the Chief Counsel, (202) 366-3813, or via email at [Lev.Gabrilovich@dot.gov](mailto:Lev.Gabrilovich@dot.gov). Office hours are from 8 a.m. to 4:30 p.m. ET, Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### I. Executive Summary

###### A. Purpose of the Deregulatory Action

The purpose of this deregulatory action is to repeal the requirement that State DOTs and MPOs assess the performance of the National Highway System (NHS) under the National Highway Performance Program (NHPP) by establishing declining CO<sub>2</sub> emissions targets and measuring and reporting on the percent change in tailpipe CO<sub>2</sub> emissions on the NHS from the calendar year 2022 (also referred to as the Greenhouse Gas or GHG measure). This repeal will alleviate a burden on State DOTs and MPOs that, had it been implemented, would have imposed costs with no predictable level of benefits and without clear legal authority. This final rule does not prohibit State DOTs and MPOs from choosing voluntarily to measure and assess CO<sub>2</sub> on the NHS or other roads.

###### B. Summary of the Deregulatory Action in Question

This final rule repeals the GHG measure. By repealing this measure, FHWA will remove regulations that, if they had been implemented, would have required State DOTs and MPOs to undertake administrative activities to establish declining GHG targets, calculate their progress toward their selected targets, report to FHWA, and determine a plan of action to make progress toward their selected targets if they fail to make significant progress during a performance period.

###### C. Costs and Benefits

This final rule is a deregulatory action. Because the final rule establishing the GHG measure was never implemented, States and MPOs incurred minimal, if any, costs to implement the GHG measure.<sup>1</sup> For these

<sup>1</sup> However, had the rule been implemented, FHWA estimates that this deregulatory action would have resulted in cost savings equivalent to the estimated costs of the rule over a 10-year period (i.e., \$10.8 million, discounted at 7 percent, or \$12.7 million, discounted at 3 percent) (2020 dollars). This would have equated to estimated annualized cost savings of \$1.5 million (2020 dollars). Costs associated with the establishment of the GHG measure can be found in the rulemaking docket for that action at: [www.regulations.gov/document/FHWA-2021-0004-39830](http://www.regulations.gov/document/FHWA-2021-0004-39830).

reasons, cost savings are not quantified. However, repealing this measure would have the qualitative benefit of streamlining FHWA regulations by removing regulations that were not authorized by statute from the Code of Federal Regulations (CFR). This deregulatory action would also have the qualitative benefit of providing regulatory certainty to State DOTs and MPOs by aligning the CFR with recent court decisions discussed below.

##### II. Regulatory History

The Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) transformed the Federal-aid Highway Program by establishing new requirements for performance management to ensure the most efficient investment of Federal transportation funds. The Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-94) continued these requirements. Performance management increases the accountability and transparency of the Federal-aid Highway Program and provides a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals.

FHWA conducted several rulemakings implementing the MAP-21 and FAST Act performance management framework. Most relevant to this rule are three related national performance management measure rulemakings in which FHWA established various measures for State DOTs and MPOs to use to assess performance, found at 23 CFR part 490. The first rulemaking focused on Safety Performance Management (“PM1”), and a final rule published on March 15, 2016 (81 FR 13882) established performance measures for State DOTs to use to carry out the Highway Safety Improvement Program (HSIP). The second rulemaking on Infrastructure Performance Management (“PM2”) resulted in a final rule published on January 18, 2017 (82 FR 5886), which established performance measures for assessing pavement condition and bridge condition for the NHPP. The third rulemaking, System Performance Management (“PM3”), established measures for State DOTs and MPOs to use to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.