

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.

¹Due 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.

SUMMARY: The FHWA is correcting a clerical error in a final rule that appeared in the **Federal Register** (FR) on April 18, 2025. The final rule repealed a requirement that State departments of transportation (State DOT) and metropolitan planning organizations (MPO) establish declining carbon dioxide (CO₂) 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, or Mr. Lev Gabrilovich, Office of the Chief Counsel, (202) 366–3813, or via email at Lev.Gabrilovich@dot.gov. Office hours are from 8 a.m. to 4:30 p.m. Eastern time (ET), Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: On April 18, 2025, FHWA published a final rule repealing the requirement that State DOTs and MPOs assess the performance of the National Highway System (NHS) under the National Highway Performance Program by establishing declining CO₂ emissions targets and measuring and reporting on the percent change in tailpipe CO₂ emissions on the NHS from the calendar year 2022 (90 FR 16463). In the amendatory instructions effectuating the removal of the rule from the Code of Federal Regulations (CFR), FHWA included an erroneous citation to a section of the CFR unrelated to the GHG measure being repealed. This document corrects that error.

Correction

In FR Doc. 2025–06664 appearing on page 16463 in the **Federal Register** of April 18, 2025, the following correction is made:

§ 490.509 [Corrected]

■ 1. On page 16466, in the second column, in part 490, in amendment 9, the instruction “In § 490.509 remove paragraphs (f) through (h).” is corrected to read “In § 490.509, remove paragraphs (f) through (h).”

§ 490.515 [Corrected]

■ 2. On page 16466, in the second column, in part 490, in amendment 12, the header is corrected to read “§ 490.515 [Removed and Reserved]”.

Issued under authority delegated in 49 CFR 1.85.

Gloria M. Shepherd,

Executive Director, Federal Highway Administration.

[FR Doc. 2025–08352 Filed 5–12–25; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2025–0152]

Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, North Myrtle Beach, SC

AGENCY: Coast Guard, Department of Homeland Security (DHS).

ACTION: Notice of temporary deviation from regulations; request for comments.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the Little River Bridge, across the Atlantic Intracoastal Waterway (AICW), mile 347.3, at North Myrtle Beach, SC. South Carolina Department of Transportation (SCDOT) requested the Coast Guard consider placing the swing bridge on weekday scheduled openings at designated times to assist with vehicle congestion. This deviation will test a change to the drawbridge operation schedule to determine whether a permanent change to the schedule is needed. The Coast Guard is seeking comments from the public regarding these changes.

DATES: This deviation is effective without actual notice from May 13, 2025, through October 31, 2025. For the purposes of enforcement, actual notice will be used from May 5, 2025, until May 13, 2025.

Comments and relate material must reach the Coast Guard on or before June 27, 2025.

ADDRESSES: You may submit comments identified by docket number USCG–2025–0152 using Federal Decision-Making Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this test deviation, call or email Ms. Jennifer Zercher, Bridge Management Specialist, Seventh Coast Guard District; telephone

571–607–5951, email Jennifer.N.Zercher@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Background, Purpose and Legal Basis

Little River Bridge across the AICW, mile 347.3, at North Myrtle Beach, SC, is a swing bridge with a 7-foot vertical clearance at mean high water in the closed position. The normal operating schedule for the bridge is set forth in 33 CFR 117.5.

The Coast Guard received a request from SCDOT to consider placing the swing bridge on weekday scheduled openings at designated times to assist with vehicle congestion. The swing bridge currently opens to navigation on demand. This temporary deviation will test a change to the drawbridge operation schedule to determine if the reasonable needs of navigation are maintained and whether a permanent change to the schedule is needed.

Under this temporary deviation, the Little River Bridge shall open on signal; except that from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday through Friday, except Federal holidays, the draw will open on the hour and half hour. Public vessels of the United States and tugs with tows, upon proper signal, will be passed through any time. Vessels able to pass without an opening may do so at any time.

The Coast Guard will also inform the users of the waterways through our Local and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

II. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments through the Federal Decision-Making Portal at <https://www.regulations.gov>. To do so,