

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 amends Class E airspace extending upward from 700 feet above the surface in Ahoskie, NC.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2024-2530 in the **Federal Register** (89 FR 93530; November 27, 2024), proposing to amend Class E airspace extending upward from 700 feet above the surface for ECU Health Roanoke Chowan Heliport, Ahoskie, NC. 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 E airspace is 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 amendment to 14 CFR part 71 amends Class E airspace by adding airspace extending upward from 700 feet above the surface within a 6-mile radius of ECU Health Roanoke Chowan Heliport, Ahoskie, NC. This action provides the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedure for instrument flight rules (IFR) operations at the heliport. This action also corrects the coordinates and airport name for Tri-County at Henry Joyner Field Airport. Additionally, this action removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2P, Procedures for Handling Airspace Matters. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

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 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

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 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the 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); 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 Federal Aviation Administration 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.

* * * * *

ASO NC E5 Ahoskie, NC [Amended]

Tri-County at Henry Joyner Field Airport, NC (Lat. 36°17′51″ N, long. 77°10′15″ W)
ECU Health Roanoke Chowan Heliport, NC (Lat. 36°17′5″ N, long. 76°59′44″ W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Tri-County at Henry Joyner Field Airport and within a 6-mile radius of ECU Health Roanoke Chowan Heliport.

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

Patrick Young,

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

[FR Doc. 2025–03533 Filed 3–4–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–1707; Airspace Docket No. 24–ASW–4]

RIN 2120–AA66

Amendment of VOR Federal Airways V–68, V–76, V–212, V–222, and V–558, and United States Area Navigation Route T–220 in the Vicinity of Industry, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, delay of effective date.

SUMMARY: This action delays the effective date of the final rule published in the **Federal Register** on January 16, 2025 amending Very High Frequency Omnidirectional Range (VOR) Federal Airways V–68, V–212, and V–222, and United States Area Navigation (RNAV) Route T–220; and revoking VOR Federal Airway V–558. This is the second delay of the original effective date for this final rule published in the **Federal Register** on December 9, 2024. The FAA is delaying the effective date to allow sufficient time for completing the redesign and flight inspection of a Standard Terminal Arrival Route (STAR) instrument procedure into George Bush Intercontinental/Houston Airport, TX, that failed the initial and follow-up flight inspections.

DATES: The effective date of the final rule published on January 16, 2025, (90 FR 4612) is delayed to August 7, 2025. The Director of the Federal Register approved 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.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The FAA published a final rule for Docket No. FAA-2024-1707 in the **Federal Register** (89 FR 97510; December 9, 2024), amending VOR Federal Airways V-68, V-212, and V-222, and United States RNAV Route T-220; and revoking VOR Federal Airway V-558 due to the planned decommissioning of the VOR portion of the Industry, TX, VORTAC NAVAID. Amendment of V-76 was removed from the docket action in the final rule. The effective date for that final rule was February 20, 2025. After the final rule was published, two STAR instrument procedures, one into George Bush Intercontinental/Houston Airport and one into San Antonio International Airport, failed required flight inspections. The FAA determined that the required update and flight inspection actions for the two failed STAR instrument procedures could not be completed in time to meet the original planned decommissioning date. As a result, the existing STARs remained in place until the next chart date and on January 16, 2025 (90 FR 4612), the final rule effective date was delayed from February 20, 2025, to April 17, 2025.

The two STAR instrument procedures that failed the initial flight inspections were updated and flight inspected a second time in preparation of meeting the April 17, 2025, effective date for amending and revoking the Air Traffic Service (ATS) routes affected by the planned decommissioning of the Industry, TX, VOR. The STAR into San Antonio International Airport passed the second flight inspection, but the STAR into George Bush Intercontinental/Houston Airport failed the second inspection. Therefore, the existing STARs need to remain in place until the STAR into George Bush Intercontinental/Houston Airport can be redesigned and flight inspected.

The FAA expects the required redesign and flight inspection for the STAR into George Bush Intercontinental/Houston Airport to be completed to meet an August 7, 2025, effective date. Therefore, the effective date of this final rule amending VOR Federal Airways V-68, V-212, and V-

222, and United States RNAV Route T-220; and revoking VOR Federal Airway V-558 is delayed further to coincide with that date.

VOR Federal Airways are published in paragraph 6010(a) and United States Area Navigation Routes are published in paragraph 6011 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 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.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Good Cause for No Notice and Comment

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the brief length of the extension of the effective date and the fact that there is no substantive change to the rule.

Delay of Effective Date

■ Accordingly, pursuant to the authority delegated to me, the effective date of the final rule for Airspace Docket 24-ASW-4, as published in the **Federal Register** on December 9, 2024 (89 FR 97510), FR Doc. 2024-28750, and of the final rule, delay of effective date as published in the **Federal Register** on January 16, 2025 (90 FR 4612), FR Doc. 2025-00732, are hereby delayed until August 7, 2025.

Authority: 49 U.S.C. 106(f); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., P. 389.

Issued in Washington, DC, on February 27, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[EPA-HQ-OLEM-2022-0733; EPA-HQ-OLEM-2023-0602; EPA-HQ-OLEM-2024-0294; EPA-HQ-OLEM-2024-0326; FRL-12112-02-OLEM]

Deletion From the National Priorities List

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) announces the deletion of one site and partial deletion of three sites from the Superfund National Priorities List (NPL). The NPL, created under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, as amended, is an appendix of the National Oil and Hazardous Substances Pollution Contingency Plan (NCP). The EPA and the States, through their designated State agencies, have determined that all appropriate response actions under CERCLA have been completed. However, this deletion does not preclude future actions under Superfund.

DATES: The document is effective March 5, 2025.

ADDRESSES: *Docket:* EPA has established a docket for this action under the Docket Identification included in Table 1 in the **SUPPLEMENTARY INFORMATION** section of this document. All documents in the docket are listed on the <https://www.regulations.gov> website. The Final Close-Out Report (FCOR, for a full site deletion) or the Partial Deletion Justification (PDJ, for a partial site deletion) is the primary document which summarizes site information to support the deletion. It is typically written for a broad, non-technical audience and this document is included in the deletion docket for each of the sites in this rulemaking. Although listed in the index, some information is not publicly available, *i.e.*, Confidential Business Information or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Docket materials are available through <https://www.regulations.gov> or at the corresponding Regional Records Centers. Locations, addresses, and phone numbers of the Regional Records Center follows.