

approach procedure while below 1,000 feet above the surface.

Moreover, the Class E airspace extending upward from 700 feet above the surface is expanded to a 5-mile radius through all but the northwest portion to better contain arriving IFR aircraft operating below 1,500 feet and departing IFR aircraft until reaching 1,200 feet above the surface. The northeast extension is realigned to the airport's 051° bearing and is expanded to more appropriately contain arriving IFR aircraft below 1,500 feet above the surface while executing the Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 22 approach procedure. The southwest extension is reduced approximately 5 miles to better contain arriving IFR aircraft operating below 1,500 feet above the surface while executing the VOR RWY 4 or RNAV (GPS) RWY 4 approach procedures, departing IFR aircraft while executing the RNAV (GPS) RWY 13 or RNAV (GPS) RWY 33 departure procedures, and IFR aircraft ascending via the RNAV (GPS) RWY 22 missed approach procedure until reaching 1,200 feet above the surface. The northwest portion of the central radius is reduced in size to more appropriately contain IFR aircraft departing RWY 31 until reaching 1,200 feet above the surface.

Furthermore, the Battle Mountain Class E airspace beginning at 1,200 feet above the surface is removed as it is redundant. The Battle Mountain and Rome Class E6 airspace areas provide sufficient containment of transitional operations.

Finally, the administrative portion of the airport's legal description is updated. Reference to the Battle Mountain very high frequency omnidirectional range tactical air navigation (VORTAC) on line three of the Class E5 legal description is no longer needed and is removed. The airspace is now described using only the airport reference point.

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 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, paragraph B-2.5. 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 7400.11K, *Airspace Designations and Reporting Points*, dated August 4, 2025 and effective September 15, 2025, is amended as follows:

Paragraph 6002 Airspace Areas Designated as Surface Area

* * * * *

ANM NV E2 Battle Mountain, NV [Amended]

Battle Mountain Airport, NV
(Lat. 40°35'57" N, long. 116°52'28" W)

That airspace extending upward from the surface within a 4.4-mile radius of the airport and within 1.8 miles southeast and 1.9 miles northwest of the 228° bearing extending from the 4.4-mile radius to 4.5 miles southwest of the airport.

* * * * *

Paragraph 6004 Airspace Areas Designated as an Extension to a Class D or Class E Surface Area

* * * * *

ANM NV E4 Battle Mountain, NV [Amended]

Battle Mountain Airport, NV
(Lat. 40°35'57" N, long. 116°52'28" W)

That airspace extending upward from the surface within 2.9 miles southeast and 3.4 miles northwest of the 221° bearing extending from the airport's 4.4-mile radius to 10.4 miles southwest of the airport.

* * * * *

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ANM NV E5 Battle Mountain, NV [Amended]

Battle Mountain Airport, NV
(Lat. 40°35'57" N, long. 116°52'28" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the airport, within 4.9 miles northwest and 1.9 miles southeast of the 051° bearing extending from the 5-mile radius to 11.1 miles northeast of the airport, within 3.5 miles southeast and 3.6 miles northwest of the 221° bearing extending from the 5-mile radius to 11.5 miles southwest of the airport, within 1.8 miles either side of the 319° bearing extending from the 5-mile radius to 6.7 miles northwest of the airport, and within a 5.5-mile radius clockwise from the 319° bearing to the 349° bearing from the airport.

* * * * *

Issued in Des Moines, Washington, on September 25, 2025.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2025–18989 Filed 9–29–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 382

[Docket No. DOT–OST–2022–0144]

RIN 2105–AF14

Ensuring Safe Accommodations for Air Travelers With Disabilities Using Wheelchairs

AGENCY: Office of the Secretary of Transportation (OST), U.S. Department of Transportation.

ACTION: Notification of enforcement discretion.

SUMMARY: This document announces that the U.S. Department of Transportation (DOT) is delaying enforcement of certain provisions of the final rule on “Ensuring Safe Accommodations for Air Travelers With Disabilities Using Wheelchairs” (Wheelchair Rule) while it engages in a

new rulemaking that will consider whether to modify those provisions. As described below, this exercise of enforcement discretion applies to provisions of the Wheelchair Rule related to airline liability for mishandled wheelchairs, refresher training frequency, pre-departure notifications, and fare difference reimbursements. This exercise of enforcement discretion is intended to remove the burden of complying with requirements under review by DOT and does not prejudice the outcome of the new rulemaking. This notice does not affect the enforcement of requirements in the Wheelchair Rule beyond the four identified provisions.

DATES: As of September 30, 2025, enforcement of 14 CFR 382.125(e), 382.130(a), 382.132, and 382.141(a)(6) contained in the Wheelchair Rule, published on December 17, 2024, at 89 FR 102398, is delayed until December 31, 2026.

ADDRESSES: This notification of enforcement discretion, the notice of proposed rulemaking (NPRM), all comments received, the final rule, and all background material may be viewed online at www.regulations.gov using the docket number listed above. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at www.federalregister.gov and the Government Publishing Office's website at www.GovInfo.gov.

FOR FURTHER INFORMATION CONTACT: Tori Ford, Vinh Nguyen, or Blane Workie, Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590, 202-366-9342 (phone), 202-366-7152 (fax), victoria.ford@dot.gov, vinh.nguyen@dot.gov, or blane.workie@dot.gov (email).

SUPPLEMENTARY INFORMATION: On December 17, 2024, DOT issued a final rule on "Ensuring Safe Accommodations for Air Travelers With Disabilities Using Wheelchairs" (Wheelchair Rule). See 89 FR 102398. The final rule, which included certain provisions required by the FAA Reauthorization Act of 2024 (2024 FAA Act), expanded existing airline obligations in 14 CFR part 382 regarding the treatment of air travelers with disabilities. More specifically, the final rule established new requirements in various areas such as training for airline personnel and contractors, assistance to passengers who use wheelchairs in embarking and disembarking from

aircraft and moving within the terminal, and airlines' obligations should wheelchairs or scooters be mishandled. The final rule became effective on January 16, 2025; however, individual requirements in the final rule have varying implementation times, ranging from January 16, 2025 to June 17, 2026 for training requirements.

DOT previously announced that it would exercise its enforcement discretion and not enforce the Wheelchair Rule until March 20, 2025. See 90 FR 9953 (Feb. 20, 2025). DOT subsequently extended its enforcement discretion and announced it would not enforce the Wheelchair Rule until August 1, 2025. See 90 FR 24319 (June 10, 2025). DOT explained that additional time was needed for the officials appointed or designated by the President to review the Wheelchair Rule to ensure that it is consistent with the law, including the requirements of the 2024 FAA Act, and Administration policies, and to consider the issues raised by a lawsuit.

The Department has now initiated a new rulemaking titled "Airline Obligations to Accommodate Air Travelers with Disabilities Using Wheelchairs" (Wheelchair Rule II).¹ The 2025 Spring Unified Agenda identifies four provisions of the Wheelchair Rule that will be among those considered in Wheelchair Rule II: (1) airlines' liability when passengers' wheelchairs or other assistive devices are not timely returned in the condition they were received;² (2) frequency of required refresher training of airline employees and contractors;³ (3) pre-departure notifications to passengers that check wheelchairs or scooters of their right to contact a Complaint Resolution Official and file a claim;⁴ and (4) reimbursements of the difference between the fare on a flight a wheelchair or scooter user took, and the fare on a flight that the wheelchair or scooter user would have taken if his or her wheelchair or scooter had been able to fit on the flight.⁵

DOT has announced a target date of August 2026 for issuance of a notice of proposed rulemaking (NPRM) for Wheelchair Rule II.⁶ A typical comment

period for an NPRM is 60 days. DOT intends to carefully consider all comments received (including late comments to the extent practicable) before issuing a final rule, if appropriate. As such, DOT believes that the public interest would be best served by DOT exercising its discretion to temporarily pause enforcement of the four provisions identified above until a decision is made on whether to move forward with a final rule. The earliest date that DOT expects to make such determination is December 31, 2026. This notice of enforcement discretion does not affect the enforcement of requirements in the Wheelchair Rule beyond the four identified above.

Issued in Washington, DC, under authority delegated in 49 CFR 1.27(a).

Gregory D. Cote,

Acting General Counsel.

[FR Doc. 2025-18980 Filed 9-29-25; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 375

[Docket No. RM25-13-000; Order No. 913]

Delegation of Authority Regarding Electric Reliability Organization's Delegation Agreement and Rules or Rule Changes Filings

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Commission is issuing this final rule to transfer certain delegated authority from the Director of the Commission's Office of Energy Market Regulation to the Director of the Commission's Office of Electric Reliability, with respect to uncontested Electric Reliability Organization (ERO) or Regional Entity filings pertaining to ERO delegation agreements and ERO or Regional Entity rules or rule changes.

DATES: This final rule is effective September 30, 2025.

FOR FURTHER INFORMATION CONTACT: Hampden T. Macbeth, Office of General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426. (202) 502-8957. Hampden.Macbeth@ferc.gov.

SUPPLEMENTARY INFORMATION:

Transportation, Airline Obligations to Accommodate Air Travelers with Disabilities Using Wheelchairs (RIN 2105-AF35) at <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202504&RIN=2105-AF35>.

¹ Spring 2025 Unified Agenda of Regulatory and Deregulatory Actions, Department of Transportation, Airline Obligations to Accommodate Air Travelers with Disabilities Using Wheelchairs (RIN 2105-AF35) at <https://www.reginfo.gov/public/do/eAgendaViewRule?pubId=202504&RIN=2105-AF35>.

² Codified at 14 CFR 382.130(a).

³ Codified at 14 CFR 382.141(a)(6).

⁴ Codified at 14 CFR 382.125(e).

⁵ Codified at 14 CFR 382.132.

⁶ Spring 2025 Unified Agenda of Regulatory and Deregulatory Actions, Department of