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Signed in Washington, DC, on April 15, 2025.

Treena V. Garrett,

Federal Register Liaison Officer, U.S. Department of Energy.

For the reasons set forth in the preamble, DOE is proposing to amend part 430 of chapter II, subchapter D, of title 10 of the Code of Federal Regulations, to read as set forth below:

PART 430—ENERGY CONSERVATION PROGRAM FOR CONSUMER PRODUCTS

■ 1. The authority citation for part 430 continues to read as follows:

Authority: 42 U.S.C. 6291–6309; 28 U.S.C. 2461 note.

■ 2. Amend § 430.2 by:

- a. Revising the definition of “Covered product”; and
- b. Removing the definition of “Portable electric spa”.

The revision reads as follows:

§ 430.2 Definitions.

* * * * *

Covered product means a consumer product—

(1) Of a type specified in section 322 of the Act; or

(2) That is an air cleaner, battery charger, ceiling fan, ceiling fan light kit, dehumidifier, external power supply, medium base compact fluorescent lamp, miscellaneous refrigeration product, portable air conditioner, or torchiere.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2055; Airspace Docket No. 22–AWP–56]

RIN 2120–AA66

Modification of Class D Airspace, Establishment of Class E Airspace; San Bernardino International Airport, San Bernardino, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing the notice of proposed rulemaking (NPRM) published in the **Federal Register** on October 11, 2024, which proposed to modify the Class D airspace, establish Class E airspace designated as an extension to a Class D surface area, and update the administrative portion of the legal description at San Bernardino International Airport, CA (KSBD).

DATES: Effective as of 0901 UTC, April 18, 2025, the proposed rule for KSBD (89 FR 82538; October 11, 2024) is withdrawn.

FOR FURTHER INFORMATION CONTACT:

Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

SUPPLEMENTARY INFORMATION:

History

The FAA published an NPRM in the **Federal Register** for Docket No. FAA–2024–2055 (89 FR 82538; October 11, 2024) to modify the Class D airspace, establish Class E airspace designated as an extension to a Class D surface area, and update the administrative portion of the legal description at KSBD. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Forty-six written comments and three phone calls were received in reference to the proposed action. Most comments were against the proposal and centered around KSBD/Redland Municipal Airport’s (KREI) airspace proximity/complexity, lack of RADAR/surveillance equipment at KSBD, and/or the effects of wake turbulence. Two comments were received in favor of the proposal.

The three comments received by phone requested either an extension to the comment period or an image of the proposal. The FAA published an NPRM in the **Federal Register** for Docket No. FAA–2024–2055 (89 FR 86761; October

31, 2024) to extend the docket’s comment period by 15 days. On November 20, 2024, the FAA added an image of the proposed airspace to the docket via a comment that estimated how it would be presented within a visual flight rules (VFR) sectional chart.

Thirty commentors expressed concern over the 100-foot proximity between KREI’s published traffic pattern altitude (2,500 feet mean sea level [MSL]) and the base of the proposed Class D airspace shelf (2,600 feet MSL), and that the lack of vertical separation between the two areas could introduce conflicts to aircraft operating in and around the vicinity of KREI. The FAA agrees that the Class D shelf within the proposal could compress KREI traffic under the shelf. Two of the 26 comments on this subject suggested the establishment of a terminal radar service area as a potential mitigation tool; this would define an area in which participating VFR aircraft would be separated from instrument flight rules (IFR) aircraft and other participating VFR aircraft, in addition to basic radar services.

Eighteen comments expressed concern about wake turbulence that could be caused by the arrival procedures to Runway 24 at KSBD. These comments are not germane to this proposal.

Twenty-three comments suggested installing surveillance equipment at KSBD. These comments are not germane to the proposal.

Eighteen comments expressed environmental concerns of increased noise, air pollution, insufficient lighting, and economic impacts to the surrounding areas. These comments are not germane to the proposal.

Nine comments expressed concern that a Class E airspace surface area extension north through east of KREI would prohibit ultralight operations. Code of Federal Regulations Title 14 § 103.17 states that no person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated *for an airport* unless that person has prior authorization from the air traffic control facility having jurisdiction over that airspace. Ultralight activity is permitted within Class E airspace areas designated as an extension to a Class D or Class E surface area, as the airspace is not designated *for an airport*.

Nine comments expressed concern over the lack of a common traffic frequency/universal communication frequency or facility-to-facility coordination. These comments are not germane to the proposal.

Five comments expressed concern about the lack of official weather reporting equipment at KREI. These comments are not germane to the proposal.

One commenter pointed out that KREI's sole instrument approach would impose on the proposed Class D shelf at KSBD. This comment is not germane, as the proposal is being withdrawn.

Concern was expressed by seven commenters over a perceived safety risk to northerly KREI departures caused by the proposed Class D shelf. The FAA acknowledges that the proposed Class D shelf could compress KREI traffic. Five commenters expressed concern that the proposed expansion to the northern lateral boundary to the Class D surface area would impact northern circumnavigation of KSBD. This proposal is being withdrawn and future designs will take these comments into consideration.

The Withdrawal

In consideration of the foregoing, the NPRM for Docket No. FAA-2024-2055 (89 FR 82538; October 11, 2024), FR Doc. 2024-23497 is hereby withdrawn.

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

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-0670; Airspace Docket No. 25-AGL-4]

RIN 2120-AA66

Amendment of Class D and Class E Airspace; Fargo, ND

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend the Class D and Class E airspace at Fargo, ND. The FAA is proposing this action as the result of a biennial airspace review. This action will also update the geographic coordinates of the Hector International Airport, Fargo, ND, and the name of the Fargo VOR/DME to coincide with the FAA's aeronautical database. This action will bring the airspace into compliance with FAA orders and support instrument flight rule (IFR) procedures and operations.

DATES: Comments must be received on or before June 2, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2025-0670 and Airspace Docket No. 25-AGL-4 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instruction for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493-2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 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 would amend the Class D airspace, the Class E airspace designated as an extension to Class D airspace, and the Class E airspace extending upward from 700 feet above the surface at Hector International Airport, Fargo, ND, to support IFR operations at this airport.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice (DOT/ALL-14FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the