

The Department assures the public that every application undergoes adequate vetting. Furthermore, the Department clarifies that the cost to process the DS-260 is not \$156 billion, as the comment states, but rather \$94,022,024 in federal government expenditures. Consular fees are generally set based on the policy of full cost recovery, which means the full cost is offset by the DS-260 application fee. The net cost to the American taxpayer is \$0.

Stuart R Wilson,

*Deputy Assistant Secretary for Visa Services,
Bureau of Consular Affairs, Department of
State.*

[FR Doc. 2025–20231 Filed 11–18–25; 8:45 am]

BILLING CODE 4710–05-P

TENNESSEE VALLEY AUTHORITY

Sunshine Act Meetings

TIME AND DATE: 9:00 a.m. CT on
November 6, 2025.

PLACE: Oxford Conference Center,
Oxford, Mississippi.

STATUS: Open.

MATTERS TO BE CONSIDERED:

Meeting No. 25–04

The TVA Board of Directors will hold a public meeting on November 6 at the Oxford Conference Center, 102 Ed Perry Boulevard, in Oxford, Mississippi. The meeting will be called to order at 9:00 a.m. CT to consider the agenda items listed below. While the Board currently lacks a quorum, it is anticipated that the Board will take an action in accordance with Section 1.6 of its Bylaws.

On November 5, at the Oxford Conference Center, the public may comment on any agenda item or subject at a Board-hosted public listening session which begins at 2:00 p.m. CT and will last until 4:00 p.m. Preregistration is required to address the Board.

Agenda

1. Approval of Minutes of the August 21, 2025 Board Meeting
2. Report of the People and Governance Committee
 - A. Performance and Compensation
3. Report of the Audit, Risk, and Cybersecurity Committee
4. Report of the Operations and Nuclear Oversight Committee
5. Report of the External Stakeholders and Regulation Committee
6. Report of the Finance, Rates, and Portfolio Committee
 - A. Battery Options to Support TVA Capacity Needs

7. Report from President and CEO

CONTACT PERSON FOR MORE INFORMATION:
For more information: Please contact Melissa Greene, TVA Media Relations at (865) 632–6000, Knoxville, Tennessee. Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: October 30, 2025.

Edward C. Meade,

Agency Liaison.

[FR Doc. 2025–20362 Filed 11–17–25; 4:15 pm]

BILLING CODE 8120–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2025–1126]

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: FAA Entry Point Filing Form—International Registry

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice and request for
comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites the public to make comments about our intention to request the approval of the Office of Management and Budget (OMB) to renew an information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 24, 2025. The information to be collected will be used to obtain a unique authorization code for transmitting information to the International Registry in Dublin, Ireland.

DATES: Written comments should be submitted by December 19, 2025.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular information collection by selecting “Currently under 30-day Review—Open for Public Comments” or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Shantel Young by email at:
shantel.young@faa.gov; phone: 405–
954–7077.

SUPPLEMENTARY INFORMATION:

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA’s performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

OMB Control Number: 2120–0697.

Title: FAA Entry Point Filing Form—
International Registry.

Form Numbers: AC Form 8050–135.

Type of Review: Renewal of an
information collection.

Background: The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on June 24, 2025 (90 FR 26900). The information collected is necessary to obtain an authorization code to transmit information to the International Registry. The Convention on International Interest in Mobile Equipment, as modified by the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment (Cape Town Treaty), provides for the creation and sustainment of the International Registry. The International Registry is an electronic registry system that works in tandem with the current system operated by the Federal Aviation Administration, Civil Aviation Registry, Aircraft Registration Branch (Registry) for the United States.

Congress has designated the Registry as the exclusive United States Entry Point for transmissions to the International Registry. To transmit certain types of interests or prospective interests to the International Registry, interested parties must file a completed FAA Entry Point Filing Form—International Registry, AC Form 8050–135, with the Registry. Upon receipt of the completed form, the Registry issues a unique authorization code. The submission of the information in question is not an FAA requirement for aircraft registration. Its sole purpose is to obtain an authorization code to transmit information to the International Registry. The FAA’s regulations addressing the transmission of information to the International Registry are found under Title 14 of the Code of Federal Regulations, Part 49 Subpart F.

Respondents: 20,876 filings in
FY2024.
Frequency: On occasion.
**Estimated Average Burden per
Response:** 30 minutes.

Estimated Total Annual Burden:
10,438 hours.

Issued in Oklahoma City, OK, on
November 14, 2025.

Shantel Young,

*Management and Program Analyst, Civil
Aviation Registry, Aircraft Registration
Branch, AFB-710.*

[FR Doc. 2025-20234 Filed 11-18-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Cancellation of Emergency Order Establishing Operating Limitations on the Use of Navigable Airspace

AGENCY: Department of Transportation,
Federal Aviation Administration (FAA).

ACTION: Cancellation of Emergency
Order Establishing Operating
Limitations on the Use of Navigable
Airspace.

SUMMARY: This Order cancels the November 12, 2025, “Emergency Order Establishing Operating Limitations on the Use of Navigable Airspace,” as amended by the November 14, 2025, Addendum, (November 12 Emergency Order) reducing and temporarily prohibiting certain operations in the navigable airspace to ensure the safety of aircraft and the efficiency of the National Airspace System (NAS). This Order cancels all requirements of the November 12 Emergency Order including to reduce operations at certain airports by 3 percent, and restores normal operating levels on the effective date of this Order. This Order also cancels the prohibition on operations by general aviation 14 CFR part 91 aircraft, non-scheduled 14 CFR part 135 aircraft, and 14 CFR part 380 public charter aircraft at certain airports, and the prohibition on commercial space launches and reentries during peak hours, and resumes normal air traffic control (ATC) services limited by the November 12 Emergency Order.

DATES: This Order takes effect at 6 a.m. EST on November 17, 2025.

ADDRESSES: If you wish to review the background documents or comments received in this proceeding, you may go to <http://www.regulations.gov> at any time and follow the online instructions for accessing the electronic docket. You may also go to the Docket Operations at the U.S. Department of Transportation in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue SE, Washington, DC, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Al Meilus, Slot Administration and Capacity Analysis, FAA ATO System Operations Services, AJR-G5, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone (202) 267-2822; email 7-awa-slotadmin@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Introduction

This Order cancels the November 12 Emergency Order, reducing and prohibiting certain operations in the navigable airspace. The Administrator of the Federal Aviation Administration (FAA) is issuing this Order because data reviewed by the agency shows a sufficient reduction in the risks that initially prompted the reductions.

II. Background

The U.S. Government has exclusive sovereignty over the airspace of the United States.¹ Under this broad authority, Congress has granted the Administrator extensive and plenary authority to ensure the safety of aircraft and the efficient use of the nation’s navigable airspace. In this regard, the Administrator is required to develop plans and policies for the use of navigable airspace and assign by regulation or order under such terms, conditions, and limitations as he may deem necessary to ensure its safe and efficient use.² The Administrator may modify or revoke an assignment when required in the public interest.³ Furthermore, in carrying out the Administrator’s safety and efficiency responsibilities under the statute, the Administrator must: (1) assign, maintain, and enhance safety and security as the highest priorities in air commerce, and (2) control the use of the navigable airspace and regulate civil operations in that airspace in the interest of the safety and efficiency of those operations.⁴

The FAA’s statutory authority to ensure “the safety of aircraft” and “the efficient use of airspace” encompasses its management of the nationwide system of air commerce and the Air Traffic Control (ATC) system. Ensuring the safe and efficient use of the airspace means that the FAA must take all

necessary steps to prevent safety risks to, or situations potentially adversely affecting the overall safety of the ATC system for which the FAA is responsible.

Due to a lapse in appropriations, air traffic controllers worked without pay from October 3, 2025, to November 12, 2025. During that time, the FAA’s Office of Aviation Safety (AVS) and Air Traffic Organization (ATO) continued to review, monitor, and evaluate ATC safety. As part of this review, the FAA assessed voluntary safety reports submitted for the month of October. The reports indicated users of the system had concerns about its performance even with current mitigations in place. The FAA observed evidence of increased stress on the national airspace system (NAS) in aviation safety data, particularly at 40 high traffic airports, identified in Appendix A (“High Impact Airports”) of the November 12 Emergency Order. This data indicated a correlation between ATO staffing and stress on the NAS, prompting the FAA to issue an order entitled “Emergency Order Establishing Operating Limitations on the Use of Navigable Airspace” on November 7, 2025, to mitigate safety concerns and to address ATC stressors by requiring certain air carriers to reduce their total daily scheduled domestic operations between 6:00 a.m. and 10:00 p.m. local. The order required gradually increasing reductions in domestic operations at High Impact Airports, culminating in a required reduction of 10 percent. However, before required reductions reached the 10 percent level, the FAA’s review of pertinent data showed staffing rates reverting towards normal. Accordingly, the FAA issued the November 12 Emergency Order and the subsequent November 14 Addendum adjusting the reductions in operations to 6 percent and then 3 percent, respectively.

The FAA has continued to monitor data on National Airspace System (NAS) operations and has determined that ATO staffing levels have maintained at a consistently sufficient level to reduce stress on the NAS. As such, the FAA is canceling the November 12 Emergency Order.

III. National Environmental Policy Act Categorical Exclusion

The FAA has determined that this action qualifies for categorical exclusion (CATEX) under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) in accordance with FAA Order 1050.1G, “FAA National Environmental Policy Act Implementing Procedures,” paragraph B-2.5(j). This

¹ 49 U.S.C. 40103.

² 49 U.S.C. 40103(b)(1), as previously codified in 49 U.S.C. App. § 307(a). Title 49 was recodified by Public Law 103-222, 108 Stat. 745 (1994). The textual revisions were not intended to result in substantive changes to the law. The recodification stated that the words in § 307(a) “under such terms, conditions, and limitations as he may deem” were omitted as surplus. H. Rpt. 103-180 (103d Cong., 1st Sess. 1993) at 262.

³ *Id.*

⁴ 49 U.S.C. 40101(d)(1) and (4).