

designated as an extension to the Class D or Class E surface area at Buckley Space Force Base, CO.

The lateral boundaries of the airport's Class D and Class E surface areas are insufficiently sized and expanded to the southeast to better contain IFR arrivals when less than 1,000 feet above the surface and departing IFR aircraft until reaching the next adjacent airspace. Additionally, an approximately 0.30 nautical mile gap between Class E and Class G airspaces is closed by merging the Buckley Space Force Base and Centennial Airport surface areas. As such, the Buckley Space Force Base Class D and Class E surface areas are modified to be within a 4.4-mile radius of the airport, within 2 miles northeast and 4 miles southwest of the airport's 151° bearing extending to 7.1 miles southeast, and within 4 miles south and 4.4 miles north of the airport's 270° bearing extending to 4.7 miles west, excluding that airspace within the Denver International Airport Class B and Centennial Airport Class D airspace areas.

Buckley Space Force Base's Class E airspace designated as an extension to the Class D or Class E surface area is revoked. The Class E extension is no longer required due to the expansion of the airport's surface area airspace.

Finally, the administrative portions of the airport's legal descriptions are modified to match the FAA's database. The airport's name on line two of both legal descriptions is changed to read "Buckley Space Force Base, CO." Additionally, line four of both surface area legal descriptions now include "Denver International Airport, CO" and "Centennial Airport, CO" as references, as they are used to define the airport's surface areas.

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.

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 FAA Order JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 5000 Class D Airspace.

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ANM CO D Aurora, CO [Amended]

Buckley Space Force Base, CO
(Lat. 39°42'06" N, long. 104°45'07" W)
Denver International Airport, CO
(Lat. 39°51'42" N, long. 104°40'23" W)
Centennial Airport, CO
(Lat. 39°34'12" N, long. 104°50'57" W)

That airspace extending upward from the surface to but not including 7,500 feet MSL within a 4.4-mile radius of the airport, within 2 miles northeast and 4 miles southwest of the airport's 151° bearing extending to 7.1 miles southeast, and within 4 miles south and 4.4 miles north of the airport's 270° bearing extending to 4.7 miles west, excluding that airspace within the Denver International Airport Class B and Centennial Airport Class D airspace areas. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6002 Class E Airspace Areas Designated as a Surface Area.

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ANM CO E2 Aurora, CO [Amended]

Buckley Space Force Base, CO
(Lat. 39°42'06" N, long. 104°45'07" W)
Denver International Airport, CO
(Lat. 39°51'42" N, long. 104°40'23" W)
Centennial Airport, CO
(Lat. 39°34'12" N, long. 104°50'57" W)

That airspace extending upward from the surface to but not including 7,500 feet MSL within a 4.4-mile radius of the airport, within 2 miles northeast and 4 miles southwest of the airport's 151° bearing extending to 7.1 miles southeast, and within 4 miles south and 4.4 miles north of the airport's 270° bearing extending to 4.7 miles west, excluding that airspace within the Denver International Airport Class B and Centennial Airport Class D airspace areas. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

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ANM CO E4 Aurora, CO [Removed]

Aurora, Buckley ANG Base, CO
(Lat. 39°42'06" N, long. 104°45'07" W)

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Issued in Des Moines, Washington, December 17, 2024.

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–2023–1477; Airspace Docket No. 19–ANM–27]

RIN 2120–AA66

Modification of Class D Airspace; Revocation of Class E Airspace; Centennial Airport, Denver, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class D airspace and revokes Class E airspace designated as an extension to a Class D or Class E surface area at Centennial Airport (APA), Denver, CO. Additionally, this action amends the text associated with Centennial

Airport's legal description. This action supports instrument flight rules (IFR) and visual flight rules (VFR) operations at the airport.

DATES: Effective date 0901 UTC, February 20, 2025. The Director of the Federal Register approves 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.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

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, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Keith T. Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-2428.

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 D airspace and revokes Class E airspace designated as an extension to a Class D or Class E surface area in support of IFR and VFR operations at Centennial Airport, Denver, CO.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2023-1477 in the **Federal Register** (89 FR 73020; September 09, 2024), proposing to modify Class D airspace

and revoke Class E airspace designated as an extension to Class D or Class E surface area at Centennial Airport, Denver, CO. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Four comments were received in favor of the proposal.

Incorporation by Reference

Class D and Class E4 are published in paragraph 5000 and 6004, respectively, 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 D airspace and revoking the Class E airspace designated as an extension to a Class D or Class E surface area at Centennial Airport, Denver, CO, in support of IFR and VFR operations at the airport.

The airport's Class D airspace lateral boundary has been modified to extend 3.9 nautical miles (NM) northwest and 4.6 NM southeast from the airport's 038° bearing extending 4.6 NM northeast. This expansion—along with the modification to Buckley Space Force Base Airport's (BKF) Class D airspace—has merged both airport's surface areas, which will require transiting VFR aircraft to utilize 500 feet of Class E airspace area between the top of BKF Class D airspace and the floor of the Denver Class B airspace. Additionally, APA's Class D airspace is expanded from a 4.4-mile radius to a 6.4-mile radius between the airport's 083° bearing clockwise to the 201° bearing. Due to rising terrain, this modification will better contain instrument departures until reaching 700 feet above the surface of the earth. APA's Class D airspace has also been extended from a 4.4-mile radius to a 4.9-mile radius between the airport's 201° bearing clockwise to the 347° bearing to better contain aircraft conducting a circling maneuver at the airport.

The Class E airspace designated as an extension to a Class D or Class E surface area is revoked. This airspace is

unnecessary given the airport's newly defined Class D airspace lateral dimensions provide suitable containment of applicable instrument flight procedures.

Lastly, this action amends the administrative text to the airport's legal description. The city's name is amended from Englewood to Denver. The airport's geographic coordinates are amended to 39°34'12" N, long 104°50'57" W. The part-time language has been removed as the facility operates 24 hours daily.

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.

Lists of Subjects in 14 CFR Part 71

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The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

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§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ANM CO D Denver, CO [Amended]

Centennial Airport, CO

(Lat. 39°34'12" N, long. 104°50'57" W)

That airspace extending upward from the surface to but not including 8,000 feet MSL within 3.9 miles northwest and 4.6 miles southeast of the airport's 038° bearing extending to 4.6 miles northeast, within a 6.4-mile radius from the airport's 083° bearing clockwise to the 201° bearing, and within a 4.9-mile radius from the airport's 201° bearing clockwise to the 347° bearing.

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Paragraph 6004 Class E Airspace

Designated as an Extension to a Class D or Class E Surface Area.

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ANM CO E4 Englewood, CO [Removed]

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Issued in Des Moines, Washington, on December 17, 2024.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 742 and 774

[Docket No. 241212–0324]

RIN 0694–AJ83

Implementation of Certain Australia Group Decisions

AGENCY: Bureau of Industry and Security, Department of Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of Industry and Security (BIS) is amending the Export Administration Regulations (EAR) to implement changes agreed to by Australia Group (AG) member countries at recent meetings. These include controlling: instruments for the automated chemical synthesis of peptides (automated peptide synthesizers), dipropylamine, and

neosaxitoxin; and revising the controls for botulinum toxins, toxic gas monitors, and centrifugal separators. This rule also makes minor conforming changes for the new controls and revisions to existing controls.

DATES: This rule is effective December 23, 2024.

FOR FURTHER INFORMATION CONTACT:

For questions on pathogens and toxins discussed in this rule, contact Dr. Lauren Reynolds, Chemical and Biological Controls Division, Office of Nonproliferation and Foreign Policy Controls, Bureau of Industry and Security, Telephone: (202) 482–2794, Email: Lauren.Reynolds@bis.doc.gov.

For all other questions pertaining to this rule, contact Logan Norton, Regulatory Policy Division, Office of Exporter Services, Bureau of Industry and Security, U.S. Department of Commerce, (202) 482–1762, Email: RPD2@bis.doc.gov.

SUPPLEMENTARY INFORMATION:

The Australia Group

BIS is amending the Export Administration Regulations (EAR) (15 CFR parts 730–774) to reflect the decisions made at the 2023 Intersessional Meeting in Rome, Italy, the 2023 Plenary Meeting in Paris, France, the 2024 Intersessional Meeting in Berlin, Germany and the 2024 Plenary Meeting in Paris, France. The Australia Group (AG) is a multilateral forum consisting of 42 participating countries and the European Union. These participants maintain export controls on a list of chemicals, biological agents, and related equipment and technology that could be used in a chemical or biological weapons program. The AG periodically reviews items on its control list to enhance the effectiveness of participating governments' national controls and to achieve greater harmonization among these controls.

Regulatory Changes

As stated above, this rule implements changes agreed upon at the 2023 and 2024 Intersessional and Plenary Meetings of the AG. The changes made at each meeting are described below in chronological order.

2023 Intersessional

The AG meeting of the 2023 Intersessional determined that not all AG members assess gas detection systems with the same criteria. Prior to this rule, the control text only referred to the ability to detect chemical warfare agents or AG controlled precursors at a concentration of less than 0.3 mg/m³.

This made it unclear if a gas detection system with a noise level near 0.3 mg/m³ was controlled, without taking into account the instrument detection limit. As a result, the AG agreed to a uniform way of applying the control language on toxic gas monitors and monitoring systems. To clarify the text, the AG agreed to the new term called 'minimum detection limit' and a corresponding definition, both detailed below, to the control text.

The AG agreed to two changes to ECCN 2B351. First, in item paragraph .a, "at concentrations of less than" is replaced with "'minimum detection limit' of", which is still followed by the 0.3 mg/m³ concentration measurement. Second, it adds a technical note defining 'minimum detection limit' as the lowest detectable concentration of the analyte required to produce a signal greater than three times the standard deviation of the toxic gas monitor's or monitoring system's signal when measuring a blank sample; alternatively, in the case of toxic gas monitors or monitoring systems having a deadband or programmed zero suppression, the 'minimum detection limit' is the lowest detectable concentration required to produce a reading.

2023 Plenary

In the 2023 Plenary Meeting, the AG reached consensus on three primary revisions, mostly impacting ECCNs 1C350.d and 1C351.d.

ECCN 1C350.d had multiple changes. In February 2020 the AG added a number of precursors to the chemical weapons precursors control list. However, dipropylamine, which is also useful for the synthesis of the corresponding AG-controlled precursors, was not yet controlled. The AG determined that it was important to address this issue by controlling dipropylamine. Under ECCN 1C350, (C.A.S. #142–84–7) Dipropylamine was added as .d.11. The items that had been listed in item paragraphs .d.11 through .d.49 remain, with their item paragraphs shifting up by a factor of one.

Botulinum toxins can be neurotoxins or non-neurotoxins. Previously, the AG had not specifically stated if only botulinum neurotoxins should be captured by ECCN 1C351.d.3 or if all botulinum toxins are included. The AG agreed to update the language to "botulinum neurotoxins" noting the greater risk of their use in chemical and biological weapons activities relative to other botulinum toxins. Under ECCN 1C351, item paragraph .d.3 was revised to read as "botulinum neurotoxins" as opposed to previously reading "botulinum toxins." Conforming