

intervals may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (j)(1) through (12) of this AD.

- (1) Bombardier Service Bulletin 700–1A11–32–030, dated October 27, 2021.
- (2) Bombardier Service Bulletin 700–1A11–32–030, Revision 01, dated March 8, 2022.
- (3) Bombardier Service Bulletin 700–32–043, dated October 27, 2021.
- (4) Bombardier Service Bulletin 700–32–043, Revision 01, dated March 8, 2022.
- (5) Bombardier Service Bulletin 700–32–5020, dated October 27, 2021.
- (6) Bombardier Service Bulletin 700–32–5020, Revision 01, dated March 8, 2022.
- (7) Bombardier Service Bulletin 700–32–5506, dated October 27, 2021.
- (8) Bombardier Service Bulletin 700–32–5506, Revision 01, dated March 8, 2022.
- (9) Bombardier Service Bulletin 700–32–6020, dated October 27, 2021.
- (10) Bombardier Service Bulletin 700–32–6020, Revision 01, dated March 8, 2022.
- (11) Bombardier Service Bulletin 700–32–6506, dated October 27, 2021.
- (12) Bombardier Service Bulletin 700–32–6506, Revision 01, dated March 8, 2022.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (l)(1) of this AD. Information may be emailed to: 9-AVS-NYACO-COS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(l) Additional Information

(1) For more information about this AD, contact Mark Taylor, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7300; email 9-avs-nyaco-cos@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the address specified in paragraph (m)(3) of this AD.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

- (i) Bombardier Service Bulletin 700–1A11–32–030, Revision 02, dated March 2, 2023.
- (ii) Bombardier Service Bulletin 700–32–043, Revision 02, dated March 2, 2023.
- (iii) Bombardier Service Bulletin 700–32–5020, Revision 02, dated March 2, 2023.
- (iv) Bombardier Service Bulletin 700–32–5506, Revision 02, dated March 2, 2023.
- (v) Bombardier Service Bulletin 700–32–6020, Revision 02, dated March 2, 2023.
- (vi) Bombardier Service Bulletin 700–32–6506, Revision 02, dated March 2, 2023.
- (vii) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global 5000 Time Limits/Maintenance Checks (TLMC), Publication No. BD–700 TLMC, Revision 26, dated December 19, 2023.

Note 1 to paragraph (m)(2)(vii):

For obtaining the tasks for Bombardier Global 5000 TLMC, Publication No. BD–700 TLMC, use Document Identification No. GL 5000 TLMC.

(viii) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global 5000 Featuring Global Vision Flight Deck Time Limits/Maintenance Checks, Publication No. GL 5000 GVFD TLMC, Revision 16, dated December 19, 2023.

Note 2 to paragraph (m)(2)(viii):

For obtaining the tasks for Bombardier Global 5000 Featuring GVFD TLMC, Publication No. GL 5000 GVFD TLMC, use Document Identification No. GL 5000 GVFD TLMC.

(ix) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global 5500 Time Limits/Maintenance Checks, Publication No. GL 5500 TLMC, Revision 5, dated December 19, 2023.

Note 3 to paragraph (m)(2)(ix):

For obtaining the task for Bombardier Global 5500 TLMC, Publication No. GL 5500 TLMC, use Document Identification No. GL 5500 TLMC.

(x) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global 6000 Time Limits/Maintenance Checks, Publication No. GL 6000 TLMC, Revision 16, dated December 19, 2023.

Note 4 to paragraph (m)(2)(x):

For obtaining the tasks for Bombardier Global 6000 TLMC, Publication No. GL 6000 TLMC, use Document Identification No. GL 6000 TLMC.

(xi) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global 6500 Time Limits/Maintenance Checks, Publication No. GL 6500 TLMC, Revision 5, dated December 19, 2023.

Note 5 to paragraph (m)(2)(xi):

For obtaining the task for Bombardier Global 6500 TLMC, Publication No. GL 6500 TLMC, use Document Identification No. GL 6500 TLMC.

(xii) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global Express Time Limits/Maintenance Checks, Publication No. BD–700 TLMC, Revision 35, dated December 19, 2023.

Note 6 to paragraph (m)(2)(xii):

For obtaining the tasks for Bombardier Global Express TLMC, Publication No. BD–700 TLMC, use Document Identification No. GL 700 TLMC.

(xiii) Section 5–10–11, “Life Limits (Systems),” of Part 2, “Airworthiness Limitations,” of the Bombardier Global Express XRS Time Limits/Maintenance Checks, Publication No. BD–700 XRS TLMC, Revision 22, dated December 19, 2023.

Note 7 to paragraph (m)(2)(xiii):

For obtaining the tasks for Bombardier Global Express XRS TLMC, Publication No. BD–700 XRS TLMC, use Document Identification No. GL XRS TLMC.

(3) For Bombardier material identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email ac.yul@aero.bombardier.com; website bombardier.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on November 26, 2024.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2024–28778 Filed 12–10–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2440; Airspace Docket No. 24–ANM–86]

RIN 2120–AA66

Modification of Class D and Class E airspace; Abbotsford Airport, Abbotsford, BC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies the administrative portions of the Class D and Class E airspace legal descriptions for Abbotsford Airport, Abbotsford, BC. This action does not change the airspace boundaries or operating requirements.

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 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: 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:

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 the administrative portion of the Class D and Class E airspace legal descriptions to support visual flight rules (VFR) and instrument flight rules (IFR) operations at Abbotsford Airport, Abbotsford, BC.

Incorporation by Reference

Class D and E airspace areas are published in paragraphs 5000 and 6005, 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 administrative portions of the Class D and Class E airspace legal descriptions for Abbotsford Airport, Abbotsford, BC.

The airspace locations within line one of both the Class D and Class E legal descriptions are incorrect, as Abbotsford, BC does not reside within a United States region or territory and Point Roberts, WA is not geographically associated with airspace designated to Abbotsford Airport. An appropriate city within the lateral boundaries of the Class D airspace designated for Abbotsford Airport is not available. As such, the location of the Class D airspace designated to Abbotsford Airport is updated to Lynden, WA, which is the most appropriate, geographically adjacent city that also resides within the Northwest Mountain Region and the state of Washington. The location of the Class E airspace designated to Abbotsford Airport is updated to Kendall, WA, which is the most appropriately located city within the airspace that also resides within the Northwest Mountain Region and the state of Washington.

The locations for which airspace is designated within line two of both the Class D and Class E legal descriptions are updated to remove mention of the country name "Canada," as the locations should only include a city and state.

Abbotsford Airport's geographic location within line three of both the Class D and Class E legal descriptions is updated to match the FAA database. As such, the reference to Abbotsford airport's location within their Class D airspace legal description is updated to instead reference a "Point in Space." The airport's previous, outdated geographic location was used as the location of the newly established "Point in Space" to preserve the airspace boundaries as they were prior to this airspace action.

The geographic coordinates for Vancouver International Airport, BC, are

added to the Abbotsford Class D airspace legal description, as the airport is referenced within the description.

This action is an administrative change and does not affect the airspace boundaries or operating requirements; therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

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.

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); 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 part 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.

* * * * *

ANM WA D Lynden, WA [Amended]

Abbotsford Airport, BC
 (Lat. 49°01'31" N, long. 122°21'36" W)
 Point in Space
 (Lat. 49°01'31" N, long. 122°21'48" W)
 Vancouver VORTAC
 (Lat. 49°04'38" N, long. 123°08'57" W)
 Vancouver International Airport, BC
 (Lat. 49°11'41" N, long. 123°11'02" W)

That airspace extending upward from the surface to 2,500 feet MSL beginning at lat. 48°57'59" N, long. 122°18'57" W, thence counterclockwise along the 4-mile radius of the Point in Space to lat. 49°00'05" N, long. 122°16'08" W, thence west along the U.S./Canadian border to lat. 49°00'05" N, long. 122°45'58" W, thence clockwise along the 16-mile arc of the Vancouver VORTAC to lat. 48°57'59" N, long. 122°47'12" W, thence east along lat. 48°57'59" N to the point of beginning, excluding the airspace below 1,500 feet MSL and west of long. 122°33'50" W, the airspace within the Vancouver International Airport Class C airspace area, and the airspace overlying the territory of Canada.

* * * * *

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

* * * * *

ANM WA E5 Kendall, WA [Amended]

Abbotsford Airport, BC
 (Lat. 49°01'31" N, long. 122°21'36" W)
 That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 49°00'00" N, long. 122°15'00" W; thence east along the U.S./Canadian border to lat. 49°00'00" N, long. 121°20'15" W; thence south to lat. 48°51'40" N, long. 121°20'15" W; thence west to lat. 48°51'40" N, long. 122°15'00" W; thence back to the point of origination.

* * * * *

Issued in Des Moines, Washington, on December 5, 2024.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2024-29085 Filed 12-10-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Part 744

[Docket No. 241205-0313]

RIN 0694-AJ96

Additions to the Entity List

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

ACTION: Final rule.

SUMMARY: In this rule, the Bureau of Industry and Security (BIS) amends the Export Administration Regulations (EAR) by adding 8 entities to the Entity List, under the destinations of Burma (2), China, People's Republic of (China) (2), and Russia (4). These entities have been determined by the U.S. Government to be acting contrary to the national security or foreign policy interests of the United States.

DATES: This rule is effective December 11, 2024.

FOR FURTHER INFORMATION CONTACT: Chair, End-User Review Committee, Office of the Assistant Secretary for Export Administration, Bureau of Industry and Security, Department of Commerce, Phone: (202) 482-5991, Email: ERC@bis.doc.gov.

SUPPLEMENTARY INFORMATION:

Background

The Entity List

The Entity List (supplement no. 4 to part 744 of the EAR (15 CFR parts 730-774)) identifies entities for which there is reasonable cause to believe, based on specific and articulable facts, that the entities have been involved, are involved, or pose a significant risk of being or becoming involved in activities contrary to the national security or foreign policy interests of the United States, pursuant to § 744.11(b). The EAR imposes additional license requirements on, and limits the availability of, most license exceptions for exports, reexports, and transfers (in-country) when a listed entity is a party to the transaction. The license review policy for each listing is identified in the "License Review Policy" column on the Entity List, and the impact on the availability of license exceptions is described in the relevant **Federal Register** document that added the listing to the Entity List. BIS amends the Entity List pursuant to parts 744 (Control Policy: End-User and End-Use Based) and 746 (Embargoes and Other Special Controls) of the EAR.

The End-User Review Committee (ERC), composed of representatives of

the Departments of Commerce (Chair), State, Defense, Energy and, where appropriate, the Treasury, makes all decisions regarding additions to, removals from, or other modifications to the Entity List. The ERC makes all decisions to add an entry to the Entity List by majority vote and makes all decisions to remove or modify an entry by unanimous vote.

Entity List Decisions

Additions to the Entity List

The ERC determined to add Sky Aviator Company Limited and Synpex Shwe Company Ltd., under the destination of Burma, to the Entity List. These additions are being made because Sky Aviator Company Limited, and Synpex Shwe Company Ltd., have supplied the Burmese military with parts and components that have enabled the military to carry out human rights violations, including brutal aerial attacks against the civilian population. These activities are contrary to the foreign policy interests of the United States under § 744.11 of the EAR. Licenses to export, reexport or transfer (in-country) items subject to the EAR to both of these entities will be required for all items subject to the EAR, and license applications will be reviewed with a license review policy of presumption of denial.

The ERC determined to add Beijing Zhongdun Security Technology Group Co., Ltd. and Zhejiang Uniview Technologies Co., Ltd., under the destination of China, to the Entity List. Beijing Zhongdun Security Technology Group Co., Ltd. is being added because it develops and sells products and services that enable China's public security establishment to carry out human rights violations. Zhejiang Uniview Technologies Co., Ltd. is being added because it enables human rights violations, including high-technology surveillance targeted at the general population, Uyghurs, and members of other ethnic and religious minority groups. These activities are contrary to the foreign policy interests of the United States under § 744.11 of the EAR. Licenses to export, reexport or transfer (in-country) items subject to the EAR to both of these entities will be required for all items subject to the EAR, and license applications will be reviewed with a license review policy of presumption of denial.

The ERC determined to add Aviasnab LLC and Joint Stock Company Gorizont, under the destination of Russia, to the Entity List. These additions are being made because Aviasnab LLC and Joint Stock Company Gorizont have supplied