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## 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; Correction.

**SUMMARY:** The FAA is correcting a final rule that published in the *Federal Register* on December 11, 2024. The final rule modified administrative portions of the Class D and Class E airspace legal descriptions for Abbotsford Airport, Abbotsford, BC. This action corrects errors in the Class D airspace legal description.

**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:** FAA Order JO 7400.11J and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://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:

##### History

The FAA published a final rule in the *Federal Register* (89 FR 99700; December 11, 2024) for Docket FAA-2024-2440, which modified Class D and Class E airspace at Abbotsford Airport, Abbotsford, BC. Subsequent to publication, the FAA identified that line four of the Class D airspace legal description contained the incorrect geographic location for the Vancouver very high frequency omnidirectional range/tactical air navigation (VORTAC). This action corrects the error by removing the reference to the Vancouver VORTAC and replacing it with “Point in Space B” for description purposes.

### **Correction to the Final Rule**

In FR Doc 2024-29085 at 99702, published in the *Federal Register* on December 11, 2024, the FAA makes the following corrections:

1. On page 99702, in the first column, correct the Class D airspace legal description to read as follows:

#### **ANM WA D Lynden, WA [Corrected]**

Abbotsford Airport, BC

(lat. 49°01'31"N., long. 122°21'36"W.)

Point in Space A

(lat. 49°01'31"N., long. 122°21'48"W.)

Point in Space B

(lat. 49°04'45"N., long. 123°09'14"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 Point in Space A 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 Point in Space B 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.

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