

Other components of the proposal from the original NPRM remain unchanged.

The Proposal

This action proposes an amendment to 14 CFR part 71 to amend the Class D and E airspace at Hickory Regional Airport, Hickory, NC. Controlled airspace is necessary for the safety and management of IFR operations in the area for existing instrument approaches.

This action proposes to amend the Class D and Class E airspace at Hickory Regional Airport by increasing the radius from 4.1-miles to 4.6-miles and by establishing an extension to the surface area that is within 2 miles each side of the 235° bearing from Hickory Regional Airport, extending from the 4.6-mile radius of the airport to 5.2 miles southwest of the airport. The Class D and Class E airspace area are overlays of each other, and each is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Chart Supplement.

Additionally, this action proposes to amend the Class E airspace by extending the radius from 6.6-miles to 7.1 miles and adding an extension that is within 3-miles each side of the 055° bearing from Tawba NDB, extending from the 7.1-mile radius of the Hickory Regional Airport to 5.7 miles northeast of the NDB.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and

Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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), 106(g), 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.

* * * * *

ASO NC D Hickory, NC [Amended]

Hickory Regional Airport, NC
(Lat. 35°44′28″ N, long. 81°23′22″ W)

That airspace extending upward from the surface to and including 3700 feet MSL within a 4.6-mile radius of Hickory Regional Airport and within 2 miles each side of the 235° bearing from Hickory Regional Airport, extending from a 4.6-mile radius of the airport to 5.2 miles southwest of the airport. This Class D airspace is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Chart Supplement.

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Paragraph 6002 Class E Airspace Designated as Surface Areas.

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ASO NC E2 Hickory, NC [Amended]

Hickory Regional Airport, NC
(Lat. 35°44′28″ N, long. 81°23′22″ W)

That airspace within a 4.6-mile radius of Hickory Regional Airport and within 2 miles each side of the 235° bearing from Hickory Regional Airport, extending from a 4.6-mile radius of the airport to 5.2 miles southwest of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6005 Class E Airspace.

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ASO NC E5 Hickory, NC [Amended]

Hickory Regional Airport, NC
(Lat. 35°44′28″ N, long. 81°23′22″ W)

Tawba NDB
(Lat. 35°47′11″ N, long. 81°18′19″ W)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Hickory Regional Airport, and within 3-miles each side of the 055° bearing from Tawba NDB, extending from the 7.1-mile radius of the Hickory Regional Airport to 5.7 miles northeast of the NDB.

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Issued in College Park, Georgia, on June 4, 2025.

Patrick Young,

Manager, Airspace & Procedures Team North,
Eastern Service Center, Air Traffic
Organization.

[FR Doc. 2025–10431 Filed 6–9–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–0767; Airspace
Docket No. 25–AEA–5]

RIN 2120–AA66

Amendment of Class D and Class E5 Airspace; Revocation of Class E4 Airspace Dover, DE

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: This action proposes to amend Class D airspace at Dover Air Force Base (AFB) due to the current designated airspace not properly containing instrument flight rule operations. Additionally, this action proposes to establish Class E surface airspace and to revoke Class E surface extension airspace extending upward from the surface above Dover AFB, Dover, DE, due to the airspace no longer meeting the specifications of its current designation. This action also proposes to amend the boundaries of Class E airspace extending upward from 700ft that no longer meets the requirements for its specific designation due to the amendment or cancellation of Standard Instrument Approach Procedures. This action would also update the coordinates for Dover AFB, Dover, DE, Delaware Airpark, Dover, DE, and the Dover TACAN.

DATES: Comments must be received on or before July 25, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2025-0767 and Airspace Docket No. 25-AEA-5 using any of the following methods:

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

* *Mail:* 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 for 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 the 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 for 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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Christopher Stocking, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5887.

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 Class D, establish Class E2, revoke Class E4, and amend Class E5 airspace in Dover, DE.

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 receives 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 edits, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), 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 Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during regular business hours at the office of the Eastern Service Center, Federal Aviation

Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

Incorporation by Reference

Class D and Class E airspace designations are published in paragraphs 5000, 6002, 6004, and 6005 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 proposes to amend the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates will be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Proposal

This action proposes an amendment to 14 CFR part 71 to amend Class D and E airspace, establish Class E airspace, and revoke Class E airspace for Dover AFB, Dover, DE.

This action proposes to amend the Class D airspace extending upward from the surface to and including 2,500 feet MSL for Dover AFB (DOV), Dover, DE, by increasing it to a 4.9-mile radius as the current radius of 4.6-miles does not properly contain instrument flight rules operations. Additionally, this proposes to amend the Class D airspace as the air traffic control tower will no longer be full-time by establishing Class E airspace that will be effective when the control tower is closed.

Accordingly, the action proposes to establish Class E surface airspace extending upward from the surface within a 4.9-mile radius of Dover AFB.

This action proposes to revoke Class E airspace extending upward from the surface within 2.7 miles each side of the Dover TACAN 177° radial extending from the 4.6-mile radius of Dover AFB to 5.7 miles south of the TACAN and within 2.7 miles each side of the Dover TACAN 013° radial extending from the 4.6-mile radius of the airport to 5.7 miles north of the TACAN and within 2.7 miles each side of the Dover TACAN 133° radial extending from the 4.6-mile radius of the airport to 5.7 miles southeast of the TACAN. This airspace no longer meets the requirements for its specific designation due to the amendment or cancellation of Standard Instrument Approach Procedures.

This action proposes to amend Class E airspace extending upward from 700 feet above the surface for Dover AFB, Dover, DE, due to the current configuration no longer meeting the

requirements for its specific designation due to the amendment or cancellation of Standard Instrument Approach Procedures. The reconfiguration would remove that E airspace extending upward from 700 feet above the surface within 3.1 miles each side of the Dover TACAN 177° radial extending from the 7.9-mile radius to 9.2 miles south of the TACAN and the Dover TACAN 133° radial extending from the 7.9-mile radius to 9.2 miles southeast of the TACAN, leaving only the airspace within a 7.9-mile radius of Dover AFB and within a 6.3-mile radius of the Delaware Airpark and within 5.7 miles north and 4 miles south of the Smyrna VORTAC 078° radial extending from the 6.3-mile radius of Delaware Airpark to 10 miles east of the VORTAC.

Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 Department of Transportation (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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures,” prior to any final regulatory action by the FAA.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 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 7400.11], 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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AEA DE D Dover, DE [Amended]

Dover AFB, DE

(Lat. 39°07′46″ N, long. 75°27′57″ W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.9-mile radius of Dover AFB. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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Paragraph 6002 Class E Surface Airspace.

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AEA DE E2 Dover, DE [New]

Dover AFB, DE

(Lat. 39°07′46″ N, long. 75°27′57″ W)

That airspace extending upward from the surface within a 4.9-mile radius of Dover AFB. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

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AEA DE E4 Dover, DE [Remove]

Dover AFB, DE

(Lat. 39°07′48″ N, long. 75°27′59″ W)

Dover TACAN

(Lat. 39°07′54″ N, long. 75°28′05″ W)

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Paragraph 6005 Class E Airspace.

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AEA DE E5 Dover, DE [Amended]

Dover AFB, DE

(Lat. 39°7′46″ N, long. 75°27′57″ W)

Smyrna VORTAC

(Lat. 39°13′54″ N, long. 75°30′57″ W)

Delaware Airpark, DE

(Lat. 39°13′07″ N, long. 75°36′02″ W)

That airspace extending upward from 700 feet above the surface within a 7.9-mile

radius of Dover AFB and within a 6.3-mile radius of the Delaware Airpark and within 5.7 miles north and 4 miles south of the Smyrna VORTAC 078° radial extending from the 6.3-mile radius of Delaware Airpark to 10 miles east of the VORTAC.

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Issued in College Park, Georgia, on June 4, 2025.

Patrick Young,

Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA–1484]

Schedules of Controlled Substances: Placement of Three Specific Fentanyl-Related Substances in Schedule I

AGENCY: Drug Enforcement

Administration, Department of Justice.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Drug Enforcement Administration proposes placing three fentanyl-related substances, as identified in this proposed rule, in schedule I of the Controlled Substances Act. These three substances fall within the definition of fentanyl-related substances set forth in the February 6, 2018 temporary scheduling order. Through the Temporary Reauthorization and Study of Emergency Scheduling of Fentanyl Analogues Act, which became law on February 6, 2020, Congress extended the temporary control of fentanyl-related substances until May 6, 2021. This temporary order was subsequently extended multiple times, most recently on March 15, 2025, which extended the order until September 30, 2025. If finalized, this action would make permanent the existing regulatory controls and administrative, civil, and criminal sanctions applicable to schedule I controlled substances on persons who handle (manufacture, distribute, import, export, engage in research, conduct instructional activities or chemical analysis, or possess), or propose to handle these three specific controlled substances.

DATES: Comments must be submitted electronically or postmarked on or before July 10, 2025.

Interested persons may file a request for a hearing or waiver of hearing pursuant to 21 CFR 1308.44 and in accordance with 21 CFR 1316.47 and/or