

effective September 15, 2011, is amended as follows:

Paragraph 4000 Class C airspace.

* * * * *

ANM CO C Colorado Springs, CO

City of Colorado Springs Municipal Airport
(Lat. 38°48'21" N., long. 104°42'03" W.)

That airspace within a 5-mile radius of the City of Colorado Springs Municipal Airport extending upward from the surface to and including 10,200 feet MSL; and that airspace extending upward from 8,500 feet MSL to 10,200 feet MSL between the 5- and 10-mile radius beginning at a line drawn from the 270° bearing from the airport at 5 miles direct to the 333° bearing from the airport at 10 miles clockwise to Colorado State Highway 94, excluding that airspace east of Meridian Road and north of Garret Road; and that airspace extending upward from 7,500 feet MSL to 10,200 feet MSL from Colorado State Highway 94 clockwise to a line drawn from the 188° bearing from the airport at 10 miles direct to the 197° bearing from the airport at 5 miles.

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Issued in Washington, DC, on June 7, 2012.

Ellen Crum,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2012-14387 Filed 6-13-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2012-0286; Airspace
Docket No. 11-AWP-22]

RIN 2120-AA66

Establishment of Area Navigation (RNAV) Routes; Southwestern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes two new low-altitude RNAV routes, designated T-306 and T-310, in the southwestern United States. The new routes expand the availability of RNAV within the National Airspace System (NAS) and provide substitute route segments for portions of VOR Federal airways V-16 and V-202.

DATES: Effective date 0901 UTC, July 26, 2012. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On April 23, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish two new RNAV routes in the southwestern United States (77 FR 24157).

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments objecting to the proposal were received.

The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 establishing two RNAV routes, designated T-306 and T-310, in the southwestern United States. T-306 extends between Los Angeles, CA, and El Paso, TX; and T-310 extends between Tucson, AZ, and Truth or Consequences, NM. The routes expand the availability of RNAV within the NAS and provides substitute route segments for portions of VOR Federal airways V-16 and V-202 that will be affected by the scheduled decommissioning of the Cochise, NM, VORTAC in the Fall of 2012.

Low altitude RNAV routes are published in paragraph 6011 of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be published subsequently in the Order.

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. Therefore, this regulation: (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 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.

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 establishes RNAV routes to enhance the safe and efficient flow of traffic in the southwestern United States.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," paragraph 311a. 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).

Adoption of 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 part 71 continues to read as follows:

Authority: 49 U.S.C. 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 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

Paragraph 6011 United States area navigation routes.

* * * * *

T-306 Los Angeles, CA (LAX) to El Paso, TX (ELP) [New]

Los Angeles, CA (LAX)	VORTAC	(Lat. 33°55'59" N., long. 118°25'55" W.)
PRADO, CA	INT	(Lat. 33°55'23" N., long. 117°47'02" W.)
Paradise, CA (PDZ)	VORTAC	(Lat. 33°55'06" N., long. 117°31'48" W.)
SETER, CA	INT	(Lat. 33°54'04" N., long. 117°06'33" W.)
BANDS, CA	INT	(Lat. 33°53'23" N., long. 116°50'58" W.)
Palm Springs, CA (PSP)	VORTAC	(Lat. 33°52'12" N., long. 116°25'47" W.)
Blythe, CA (BLH)	VORTAC	(Lat. 33°35'46" N., long. 114°45'41" W.)
Buckeye, AZ (BXX)	VORTAC	(Lat. 33°27'12" N., long. 112°49'29" W.)
PERKY, AZ	INT	(Lat. 33°26'45" N., long. 112°28'23" W.)
Phoenix, AZ (PXR)	VORTAC	(Lat. 33°25'59" N., long. 111°58'13" W.)
TOTEC, AZ	INT	(Lat. 32°49'36" N., long. 111°38'32" W.)
Tucson, AZ (TUS)	VORTAC	(Lat. 32°05'43" N., long. 110°54'53" W.)
NOCHI, AZ	WP	(Lat. 32°02'00" N., long. 109°45'30" W.)
ANIMA, AZ	INT	(Lat. 31°54'58" N., long. 108°30'51" W.)
DARCE, NM	INT	(Lat. 31°53'12" N., long. 108°13'21" W.)
Columbus, NM (CUS)	VOR/DME	(Lat. 31°49'09" N., long. 107°34'28" W.)
El Paso, TX (ELP)	VORTAC	(Lat. 31°48'57" N., long. 106°16'55" W.)

T-310 Tucson, AZ (TUS) to Truth or Consequences, NM (TCS) [New]

Tucson, AZ (TUS)	VORTAC	(Lat. 32°05'43" N., long. 110°54'53" W.)
SULLI, AZ	INT	(Lat. 31°56'04" N., long. 110°34'16" W.)
MESCA, AZ	INT	(Lat. 31°53'38" N., long. 110°29'08" W.)
NOCHI, AZ	WP	(Lat. 31°59'58" N., long. 108°30'51" W.)
San Simon, AZ (SSO)	VORTAC	(Lat. 32°16'09" N., long. 109°15'47" W.)
Silver City, NM (SVC)	VORTAC	(Lat. 32°38'16" N., long. 108°09'40" W.)
Truth or Consequences, NM (TCS)	VORTAC	(Lat. 33°16'57" N., long. 107°16'50" W.)

Issued in Washington, DC, on June 7, 2012.

Colby Abbott,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2012-0465]

RIN 1625-AA00

Safety Zone; Old Fashion 4th July Fireworks, Presque Isle Bay, Erie, PA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on Presque Isle Bay, Erie, PA. This safety zone is intended to restrict vessels from a portion of Presque Isle Bay during the Old Fashion 4th July Fireworks display. This temporary safety zone is necessary to protect spectators and vessels from the hazards associated with a fireworks display.

DATES: This rule will be effective between 9:15 p.m. until 10:45 p.m. on July 4, 2012.

ADDRESSES: Documents indicated in this preamble as being available in the docket, are part of docket USCG-2012-0465 and are available online by going to <http://www.regulations.gov>, inserting

USCG-2012-0465 in the "Search" box, and then clicking "Search." This material is also available for inspection or copying at the Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or email LT Christopher Mercurio, Chief of Waterways Management, U.S. Coast Guard Sector Buffalo; telephone 716-843-9343, email SectorBuffaloMarineSafety@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Regulatory Information

The Coast Guard is issuing this temporary final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because doing

so would be impracticable. The final details for this event were not known to the Coast Guard until there was insufficient time remaining before the event to publish an NPRM. Thus, delaying the effective date of this rule to wait for a comment period to run would be impracticable because it would inhibit the Coast Guard's ability to protect spectators and vessels from the hazards associated with a maritime fireworks display, which are discussed further below.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. For the same reasons discussed in the preceding paragraph, waiting for 30 day notice period run would be impracticable.

Background and Purpose

Between 9:45 p.m. and 10:15 p.m. on July 4, 2012, a fireworks display will be held on Presque Isle Bay near Erie, PA. The Captain of the Port Buffalo has determined that fireworks launched proximate to a gathering of watercraft pose a significant risk to public safety and property. Such hazards include premature and accidental detonations, dangerous projectiles, and falling or burning debris.

Discussion of Rule

With the aforementioned hazards in mind, the Captain of the Port Buffalo has determined that this temporary safety zone is necessary to ensure the safety of spectators and vessels during the Old Fashion 4th July Fireworks.