

The Rule

This amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 establishes Class E en route airspace extending upward from 1,200 feet above the surface at Denver, CO, within the area controlled by the Denver Air Route Traffic Control Center, Denver, CO. This airspace is established to support en route IFR operations where the airway structure is inadequate.

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, is non-controversial and unlikely to result in adverse or negative comments. 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, will 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 5-6.5a. 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).

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(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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016, is amended as follows:

Paragraph 6006 En Route Domestic Airspace Areas.

* * * * *

ANM CO E6 Denver, CO [New]

That airspace extending upward from 1,200 feet above the surface within an area bounded by lat. 44°57'30" N., long. 103°10'00" W.; to lat. 44°42'00" N., long. 101°29'00" W.; to lat. 43°42'30" N., long. 101°24'30" W.; to lat. 43°17'20" N., long. 100°06'00" W.; to lat. 42°00'00" N., long. 099°01'00" W.; to lat. 39°59'00" N., long. 099°03'30" W.; to lat. 39°28'00" N., long. 098°48'00" W.; to lat. 37°30'00" N., long. 102°33'00" W.; to lat. 36°43'00" N., long. 105°00'00" W.; to lat. 36°43'00" N., long. 106°05'00" W.; to lat. 36°12'00" N., long. 107°28'00" W.; to lat. 36°02'00" N., long. 108°13'00" W.; to lat. 35°42'00" N., long. 110°14'00" W.; to lat. 35°46'00" N., long. 111°50'30" W.; to lat. 36°25'15" N., long. 111°30'15" W.; to lat. 36°44'00" N., long. 111°36'30" W.; to lat. 37°24'45" N., long. 111°52'45" W.; to lat. 37°50'00" N., long. 110°53'00" W.; to lat. 38°07'45" N., long. 110°09'25" W.; to lat. 38°12'00" N., long. 109°59'00" W.; to lat. 38°56'00" N., long. 109°59'00" W.; to lat. 39°13'00" N., long. 109°59'00" W.; to lat. 39°35'00" N., long. 110°18'00" W.; to lat. 40°00'00" N., long. 109°10'00" W.; to lat. 40°51'00" N., long. 109°06'00" W.; to lat. 41°22'00" N., long. 108°16'30" W.; to lat. 41°36'30" N., long. 108°00'00" W.; to lat. 42°25'00" N., long. 107°03'00" W.; to lat. 43°53'00" N., long. 107°17'00" W.; to lat. 44°19'00" N., long. 106°16'00" W.; to lat. 45°14'15" N., long. 106°00'00" W.; to lat. 45°07'00" N., long. 104°15'00" W.; thence to the point of beginning.

Issued in Seattle, Washington, on April 7, 2017.

Sam S.L. Shrimpton,

Acting Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2017-07788 Filed 4-19-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2016-9264; Airspace Docket No. 16-AWP-1]

Establishment, Modification and Revocation of Air Traffic Service (ATS) Routes; Western United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies three jet routes and four VHF Omnidirectional Range (VOR) Federal airways; removes two VOR Federal Airway routes, and establishes four and modifies three low altitude Area Navigation (RNAV) routes (T-routes) in the western United States. The FAA is taking this action due to the scheduled decommissioning of the Manteca, CA, and Maxwell, CA, VOR facilities, which provide navigation guidance for portions of the affected routes. This action enhances the safety and management of aircraft along these routes within the National Airspace System (NAS). The VOR Federal airway, V-244, published in the notice of proposed rulemaking, requires more coordination and is not being finalized in this action.

DATES: Effective date 0901 UTC, June 22, 2017. The Director of the Federal Register approves this incorporation by reference action under Title 1, Code of Federal Regulations, part 51, subject to the annual revision of FAA, Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11A, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at http://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11A at NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal-regulations/ibr_locations.html.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

FOR FURTHER INFORMATION CONTACT: Kenneth Ready, Airspace Policy Group,

Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

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 air traffic service route structure in the western United States to maintain the efficient flow of air traffic.

History

On January 5, 2017, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) (82 FR 1279); Docket No. FAA-2016-9264, to amend three jet routes (J-58, J-80, J-94) and four VOR Federal airways (V-87, V-113, V-195, V-244); remove two VOR Federal airways (V-109, V-585); and establish four (T-298, T-329, T-331, and T-333) and modify four (T-257, T-259, T-261, T-263) RNAV T-routes in the western United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016, and effective September 15, 2016. FAA Order 7400.11A is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11A lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Differences From the NPRM

The NPRM proposed to establish VOR Federal airway, V-244. Due to additional coordination required for low altitude routes, V-244 requires additional review and will be finalized at a later date.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 to amend jet routes J-58, J-80, J-94, and VOR Federal airways V-87, V-113, V-195; remove VOR Federal airways V-109, V-585; establish RNAV T-routes T-298, T-329, T-331, and T-333; and modify RNAV T-routes T-257, T-259, T-261, T-263 in the western United States due to the scheduled decommissioning of the Manteca and Maxwell VOR facilities. The routes are outlined below.

J-58: J-58 currently extends between Oakland, CA (OAK) and Harvey, LA (HRV). The FAA removes the segment of the route west of Coaldale, NV (OAL) from Oakland to Coaldale via Manteca. The unaffected portion of the existing route will remain as charted.

J-80: J-80 currently extends between Oakland, CA (OAK) and Bellaire, OH (AIR). The FAA removes the segment of the route west of Coaldale, NV (OAL) from Oakland to Coaldale via Manteca. The unaffected portion of the existing route will remain as charted.

J-94: J-94 currently extends between Oakland, CA (OAK) and Flint, MI (FNT). The FAA removes the segment of the route west of Mustang, NV (FMG) from Oakland to Mustang. The unaffected portion of the existing route will remain as charted.

V-87: V-87 currently extends between Panoche, CA (PXN) and Red Bluff, CA (RBL). The FAA amends the route by ending the route at Scaggs Island, CA (SGD), eliminating the segment north of Scaggs Island, CA (SGD) to Red Bluff, CA. The unaffected portion of the existing route will remain as charted.

V-109: V-109 currently extends from Panoche, CA to Oakland CA. The FAA removes this route.

V-113: V-113 currently extends between Morro Bay, CA (MQO) and Lewistown, MT (LWT). The FAA removes the Manteca, CA segment between Panoche, CA (PXN) and Linden, CA (LIN). The unaffected portions of the existing route will remain as charted in the two remaining segments.

V-195: V-195 currently extends between Manteca, CA (ECA) and Fortuna, CA, (FOT). The FAA removes the part of the route east of Oakland, CA (OAK) from Manteca to Oakland. The unaffected portion of the existing route will remain as charted.

V-585: V-585 currently extends from Clovis, CA to Sacramento, CA. The FAA removes this route.

T-257: T-257 currently extends between Big Sur, CA (BSR) to Point

Reyes, CA (PYE). The FAA amends the route from Ventura, CA (VTU) to Tatoosh, WA (TOU).

T-259: T-259 currently extends between San Jose, CA (SJC) to Sacramento, CA (SAC). The FAA amends the route from Lake Hughes, CA (LHS) to Ely, NV (ELY).

T-261: T-261 currently extends between Woodside, CA (OSI) and the ALTAM waypoint. The FAA amends the route from Santa Catalina, CA (SXC) to JSTEN waypoint.

T-263: T-263 currently extends between the SUNOL waypoint and Scaggs Island, CA (SGD). The FAA amends the route to begin at Fillmore, CA (FIM) to ELWHA waypoint.

T-298: The FAA establishes T-298 between Oakland, CA (OAK) and Crazy Woman, WY (CZI).

T-329: The FAA establishes T-329 between Morro Bay, CA (MQO) and NACKI, CA waypoint.

T-331: The FAA establishes T-331 between NTELL, CA waypoint and FONIA, ND FIX.

T-333: The FAA establishes T-333 between KLIDE, CA fix and TIPRE, CA waypoint.

All radials in the regulatory text route descriptions below are stated in True degrees.

Jet routes are published in paragraph 2004, VOR Federal airways are published in paragraph 6010(a), United States Area Navigation Routes (T-Routes) are published in paragraph 6011, respectively, of FAA Order 7400.11A dated August 3, 2016, and effective September 15, 2016, which is incorporated by reference in 14 CFR 71.1. The Jet routes, VOR Federal airways and United States Area Navigation Routes (T-Routes) listed in this document will be subsequently published in the Order.

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 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 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 of modifying three jet routes and three VOR Federal airways, removing two VOR Federal Airway routes, and establishing four and modifying four low altitude Area Navigation (RNAV) routes (T-routes) qualifies for categorical exclusion under the National Environmental Policy Act and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F—Environmental Impacts: Policies and Procedures, Paragraph 5–6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points). This action is not expected to cause any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that 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 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 7400.11A, Airspace Designations and Reporting Points, dated August 3, 2016 and effective September 15, 2016, is amended as follows:

Paragraph 2004 Jet Routes.

J-58 [Amended]

From Coaldale, NV; Wilson Creek, NV; Milford, UT; Rattlesnake, NM; Fort Union, NM; Panhandle, TX; Wichita Falls, TX; Ranger, TX; Alexandria, LA; to Harvey, LA.
* * * * *

J-80 [Amended]

From Coaldale, NV; Wilson Creek, NV; Milford, UT; Grand Junction, CO; Red Table, CO; Falcon, CO; Goodland, KS; Hill City, KS; Kansas City, MO; Spinner, IL; Brickyard, IN; to Bellaire, OH.
* * * * *

J-94 [Amended]

From Mustang, NV; Lovelock, NV; Battle Mountain, NV; Lucin, UT; Rock Springs, WY; Scottsbluff, NE; O’Neill, NE; Fort Dodge, IA; Dubuque, IA; Northbrook, IL; Pullman, MI; to Flint, MI.
* * * * *

Paragraph 6010 Domestic VOR Federal Airways.

V-87 [Amended]

From Panoche, CA; INT Panoche 245° and Salinas, CA, 100° radials; Salinas; INT Salinas 310° and Woodside, CA, 158° radials; Woodside; San Francisco, CA; INT San Francisco 359° and Scaggs Island, CA, 182° radials; to Scaggs Island, CA.
* * * * *

V-109 [Removed]

* * * * *

V-113 [Amended]

From Morro Bay, CA; Paso Robles, CA; Priest, CA; to Panoche, CA. From Linden, CA; INT Linden 046° and Mustang, NV, 208° radials; Mustang; 42 miles, 24 miles, 115 MSL, 95 MSL, Sod House, NV; 67 miles, 95 MSL, 85 MSL, Rome, OR; 61 miles, 85 MSL, Boise, ID; Salmon, ID; Coppertown, MT; Helena, MT; to Lewistown, MT.
* * * * *

V-195 [Amended]

From Oakland, CA; INT Oakland 004° and Williams, CA, 191° radials; Williams; INT Williams 002° and Red Bluff, CA, 158° radials; Red Bluff; to Fortuna, CA.
* * * * *

V-585 [Removed]

* * * * *

Paragraph 6011 United States Area Navigation Routes.

T-257 Ventura, CA (VTU) to Tatoosh, WA (TOU) [Amended]

Ventura, CA (VTU)	VOR/DME	(Lat. 34°06’54.21” N., long. 119°02’58.17” W.)
San Marcus, CA (RZS)	VORTAC	(Lat. 34°30’34.32” N., long. 119°46’15.57” W.)
Morro Bay, CA (MQO)	VORTAC	(Lat. 35°15’08.12” N., long. 120°45’34.44” W.)
BLANC, CA	FIX	(Lat. 35°37’53.19” N., long. 121°21’23.04” W.)
CAATE, CA	WP	(Lat. 36°46’32.29” N., long. 122°04’09.57” W.)
CHAWZ, CA	WP	(Lat. 37°06’48.59” N., long. 122°21’09.58” W.)
PORTE, CA	FIX	(Lat. 37°29’23.23” N., long. 122°28’28.48” W.)
THHEO, CA	WP	(Lat. 37°44’54.55” N., long. 122°36’54.79” W.)
JAMIN, CA	WP	(Lat. 37°51’16.99” N., long. 122°40’12.05” W.)
Point Reyes, CA (PYE)	VORTAC	(Lat. 38°04’47.12” N., long. 122°52’04.18” W.)
FREES, CA	FIX	(Lat. 38°23’38.47” N., long. 122°55’33.24” W.)
NACKI, CA	WP	(Lat. 38°43’47.73” N., long. 123°05’52.93” W.)
Mendocino, CA (ENI)	VORTAC	(Lat. 39°03’11.58” N., long. 123°16’27.58” W.)
FLUEN, CA	FIX	(Lat. 39°32’47.92” N., long. 123°33’42.75” W.)
PLYAT, CA	FIX	(Lat. 40°20’20.90” N., long. 123°41’35.88” W.)
CCHUK, CA	WP	(Lat. 40°31’42.18” N., long. 124°04’16.08” W.)
SCUPY, CA	WP	(Lat. 40°55’23.94” N., long. 124°18’09.85” W.)
OLJEK, CA	FIX	(Lat. 41°28’30.66” N., long. 124°14’20.68” W.)
GIGGA, CA	WP	(Lat. 41°36’39.60” N., long. 124°17’27.58” W.)
FURNS, CA	WP	(Lat. 41°55’15.86” N., long. 124°26’09.40” W.)
MITUE, OR	FIX	(Lat. 43°18’49.00” N., long. 124°30’22.74” W.)
JANAS, OR	FIX	(Lat. 44°17’33.63” N., long. 124°05’14.25” W.)
Newport, OR (ONP)	VORTAC	(Lat. 44°34’31.26” N., long. 124°03’38.14” W.)
CUTEL, OR	FIX	(Lat. 44°54’27.50” N., long. 124°01’25.30” W.)
ILWAC, WA	FIX	(Lat. 46°19’46.62” N., long. 124°10’49.49” W.)
ZEDAT, WA	FIX	(Lat. 46°35’50.64” N., long. 124°10’01.14” W.)
WAVLU, WA	FIX	(Lat. 46°50’00.90” N., long. 124°06’35.70” W.)
Hoquiam, WA (HQM)	VORTAC	(Lat. 46°56’49.35” N., long. 124°08’57.37” W.)
COPLS, WA	WP	(Lat. 47°06’46.78” N., long. 124°07’40.80” W.)
WAPTO, WA	FIX	(Lat. 47°28’19.54” N., long. 124°13’50.38” W.)
OZETT, WA	WP	(Lat. 48°03’07.00” N., long. 124°35’54.42” W.)

Tatoosh, WA (TOU) VORTAC (Lat. 48°17'59.64" N., long. 124°37'37.36" W.)

* * * * *

T-259 Lake Hughes, CA (LHS) to Ely, NV (ELY) [Amended]

Lake Hughes, CA (LHS)	VORTAC	(Lat. 34°40'58.70" N., long. 118°34'36.98" W.)
Shafter, CA (EHF)	VORTAC	(Lat. 35°29'04.40" N., long. 119°05'50.27" W.)
Avenal, CA (AVE)	VOR/DME	(Lat. 35°38'49.11" N., long. 119°58'42.98" W.)
MBARI, CA	WP	(Lat. 36°01'37.09" N., long. 120°34'38.27" W.)
LKHRN, CA	WP	(Lat. 36°05'59.82" N., long. 120°45'22.53" W.)
Salinas, CA (SNS)	VORTAC	(Lat. 36°39'49.81" N., long. 121°36'11.47" W.)
CAATE, CA	WP	(Lat. 36°46'32.29" N., long. 122°04'09.57" W.)
SANTY, CA	FIX	(Lat. 36°58'45.26" N., long. 122°04'23.07" W.)
SAPID, CA	FIX	(Lat. 37°11'28.73" N., long. 122°10'47.00" W.)
CRTER, CA	WP	(Lat. 37°27'09.35" N., long. 121°50'28.62" W.)
MOVDD, CA	FIX	(Lat. 37°39'40.88" N., long. 121°26'53.53" W.)
OXJEF, CA	WP	(Lat. 37°46'11.40" N., long. 121°02'03.31" W.)
SAAGO, CA	WP	(Lat. 37°51'19.01" N., long. 120°05'09.54" W.)
BNAKI, CA	WP	(Lat. 37°53'25.61" N., long. 119°40'02.43" W.)
WEXIM, CA	WP	(Lat. 37°59'12.54" N., long. 119°14'15.57" W.)
NIKOL, CA	FIX	(Lat. 37°58'02.88" N., long. 118°40'57.19" W.)
DAYMN, NV	WP	(Lat. 38°59'19.00" N., long. 115°51'00.00" W.)
Ely, NV (ELY)	VOR/DME	(Lat. 39°17'53.25" N., long. 114°50'53.90" W.)

* * * * *

T-261 Santa Catalina, CA (SXC), to JSTEN, WA [Amended]

Santa Catalina, CA (SXC)	VORTAC	(Lat. 33°22'30.20" N., long. 118°25'11.68" W.)
Gaviota, CA (GVO)	VORTAC	(Lat. 34°31'52.75" N., long. 120°05'27.92" W.)
Morro Bay, CA (MQO)	VORTAC	(Lat. 35°15'08.12" N., long. 120°45'34.44" W.)
CLMNS, CA	FIX	(Lat. 35°24'45.26" N., long. 121°09'45.91" W.)
HRRNG, CA	WP	(Lat. 35°37'39.24" N., long. 121°25'19.36" W.)
HMPBK, CA	WP	(Lat. 36°03'16.11" N., long. 121°45'05.32" W.)
WOZZZ, CA	WP	(Lat. 36°13'59.12" N., long. 121°48'24.46" W.)
Salinas, CA (SNS)	VORTAC	(Lat. 36°39'49.81" N., long. 121°36'11.47" W.)
WINDY, CA	FIX	(Lat. 37°17'36.96" N., long. 121°11'00.75" W.)
MOVDD, CA	FIX	(Lat. 37°39'40.88" N., long. 121°26'53.53" W.)
GIFME, CA	WP	(Lat. 38°12'02.39" N., long. 121°35'11.42" W.)
GRIDD, CA	FIX	(Lat. 39°19'38.69" N., long. 121°50'07.50" W.)
GONGS, CA	FIX	(Lat. 39°44'36.22" N., long. 122°03'01.33" W.)
HOMAN, CA	FIX	(Lat. 40°24'17.88" N., long. 122°07'44.68" W.)
GARSA, CA	FIX	(Lat. 40°42'05.61" N., long. 122°01'26.87" W.)
CCAPS, CA	WP	(Lat. 41°28'40.20" N., long. 121°48'51.96" W.)
MUREX, CA	FIX	(Lat. 41°52'11.03" N., long. 121°44'02.93" W.)
MIXUP, OR	FIX	(Lat. 42°31'07.79" N., long. 121°59'49.66" W.)
Deschutes, OR (DSD)	VORTAC	(Lat. 44°15'09.95" N., long. 121°18'12.69" W.)
CUPRI, OR	FIX	(Lat. 44°37'03.76" N., long. 121°15'13.89" W.)
SUPOC, OR	WP	(Lat. 44°54'05.94" N., long. 120°58'53.25" W.)
KUKTE, OR	FIX	(Lat. 45°19'55.95" N., long. 121°09'17.29" W.)
SUNSN, WA	WP	(Lat. 45°57'09.59" N., long. 120°38'38.03" W.)
MUDLE, WA	FIX	(Lat. 46°23'38.69" N., long. 120°34'53.38" W.)
Yakima, WA (YKM)	VORTAC	(Lat. 46°34'12.87" N., long. 120°26'40.69" W.)
SELAH, WA	FIX	(Lat. 46°42'03.01" N., long. 120°32'59.48" W.)
GEBTE, WA	FIX	(Lat. 46°51'39.01" N., long. 120°30'17.18" W.)
QUINT, WA	FIX	(Lat. 47°12'50.29" N., long. 119°54'31.59" W.)
PAWYO, WA	WP	(Lat. 48°10'04.08" N., long. 119°29'30.00" W.)
HVAR, WA	WP	(Lat. 48°17'32.75" N., long. 119°30'16.09" W.)
SOFFE, WA	WP	(Lat. 48°41'41.31" N., long. 119°29'21.93" W.)
JSTEN, WA	WP	(Lat. 48°57'50.34" N., long. 119°26'15.47" W.)

* * * * *

T-263 Fillmore, CA (FIM) to ELWHA, WA [Amended]

Fillmore, CA (FIM)	VORTAC	(Lat. 34°21'24.10" N., long. 118°52'52.65" W.)
Avenal, CA (AVE)	VOR/DME	(Lat. 35°38'49.11" N., long. 119°58'42.98" W.)
Panoche, CA (PXN)	VORTAC	(Lat. 36°42'55.65" N., long. 120°46'43.26" W.)
WINDY, CA	FIX	(Lat. 37°17'36.96" N., long. 121°11'00.75" W.)
MOVDD, CA	FIX	(Lat. 37°39'40.88" N., long. 121°26'53.53" W.)
RBLEW, CA	WP	(Lat. 37°53'49.80" N., long. 121°30'30.31" W.)
PITTS, CA	FIX	(Lat. 38°02'59.59" N., long. 121°53'28.90" W.)
Scaggs Island, CA (SGD)	VORTAC	(Lat. 38°10'45.70" N., long. 122°22'23.35" W.)
POPES, CA	FIX	(Lat. 38°29'09.41" N., long. 122°20'45.16" W.)
DIBLE, CA	FIX	(Lat. 40°13'22.13" N., long. 122°17'43.51" W.)
KENDL, CA	FIX	(Lat. 40°27'20.50" N., long. 122°23'04.50" W.)
FOLDS, CA	FIX	(Lat. 40°44'16.56" N., long. 122°30'10.69" W.)
HOMEG, CA	WP	(Lat. 41°20'09.00" N., long. 122°51'05.00" W.)
ZUNAS, CA	FIX	(Lat. 41°51'34.17" N., long. 122°50'54.37" W.)
TALEM, OR	FIX	(Lat. 42°08'49.70" N., long. 122°52'41.50" W.)
OREGN, OR	WP	(Lat. 42°50'22.63" N., long. 123°31'55.53" W.)
EROWY, OR	WP	(Lat. 43°03'20.67" N., long. 123°30'02.52" W.)
NOTTI, OR	FIX	(Lat. 44°03'23.13" N., long. 123°27'29.76" W.)
Corvallis, OR (CVO)	VOR/DME	(Lat. 44°29'58.45" N., long. 123°17'37.21" W.)
ARTTY, OR	FIX	(Lat. 45°00'00.00" N., long. 123°04'28.96" W.)
Newberg, OR (UBG)	VOR/DME	(Lat. 45°21'11.62" N., long. 122°58'41.37" W.)
LOATH, OR	FIX	(Lat. 46°00'41.95" N., long. 123°03'39.04" W.)
WINLO, WA	FIX	(Lat. 46°27'27.26" N., long. 123°06'03.90" W.)
ULESS, WA	FIX	(Lat. 47°07'54.58" N., long. 123°28'12.15" W.)
ARRIE, WA	FIX	(Lat. 47°52'47.61" N., long. 123°28'33.00" W.)

ELWHA, WA	WP	(Lat. 48°08'55.11" N., long. 123°40'15.06" W.)
	* * * * *	
T-298 Oakland, CA (OAK) to Crazy Woman, WY (CZI) [New]		
Oakland, CA (OAK)	VORTAC	(Lat. 37°43'33.32" N., long. 122°13'24.91" W.)
ALTAM, CA	FIX	(Lat. 37°48'43.82" N., long. 121°44'49.54" W.)
ORANG, CA	FIX	(Lat. 37°59'00.43" N., long. 121°15'50.95" W.)
ELKHN, CA	WP	(Lat. 38°09'24.47" N., long. 120°22'23.46" W.)
NIKOL, CA	FIX	(Lat. 37°58'02.88" N., long. 118°40'57.19" W.)
Coaldale, NV (OAL)	VORTAC	(Lat. 38°00'11.74" N., long. 117°46'13.61" W.)
KATTS, NV	WP	(Lat. 38°20'00.00" N., long. 116°20'00.00" W.)
KITTN, NV	WP	(Lat. 38°19'44.23" N., long. 114°57'41.27" W.)
Wilson Creek, NV (ILC)	VORTAC	(Lat. 38°15'00.69" N., long. 114°23'39.22" W.)
Milford, UT, (MLF)	VORTAC	(Lat. 38°21'37.28" N., long. 113°00'47.64" W.)
DETAN, UT	FIX	(Lat. 38°22'22.30" N., long. 112°37'46.69" W.)
EBOVE, UT	WP	(Lat. 39°02'44.32" N., long. 111°46'24.18" W.)
Carbon, UT (PUC)	VOR/DME	(Lat. 39°36'11.49" N., long. 110°45'12.70" W.)
Myton, UT (MTU)	VOR/DME	(Lat. 40°08'56.74" N., long. 110°07'37.30" W.)
Rock Springs, WY (OCS)	VOR/DME	(Lat. 41°35'24.76" N., long. 109°00'55.18" W.)
DORTN, WY	WP	(Lat. 43°02'36.63" N., long. 107°13'03.27" W.)
Crazy Woman, WY (CZI)	VOR/DME	(Lat. 43°59'59.02" N., long. 106°26'08.63" W.)
	* * * * *	
T-329 Morro Bay, CA (MQO) to NACKI, CA [New]		
Morro Bay, CA (MQO)	VORTAC	(Lat. 35°15'08.12" N., long. 120°45'34.44" W.)
Paso Robles, CA (PRB)	VORTAC	(Lat. 35°40'20.87" N., long. 120°37'37.59" W.)
LKHNR, CA	WP	(Lat. 36°05'59.82" N., long. 120°45'22.53" W.)
Panoche, CA (PXN)	VORTAC	(Lat. 36°42'55.65" N., long. 120°46'43.26" W.)
MKNNA, CA	WP	(Lat. 37°04'23.41" N., long. 120°50'22.26" W.)
OXJEF, CA	WP	(Lat. 37°46'11.40" N., long. 121°02'03.31" W.)
TIPRE, CA	WP	(Lat. 38°12'21.00" N., long. 121°02'09.00" W.)
HNNRY, CA	WP	(Lat. 38°23'27.61" N., long. 121°37'43.50" W.)
ROWWN, CA	WP	(Lat. 38°24'55.86" N., long. 121°47'00.05" W.)
RAGGS, CA	FIX	(Lat. 38°28'34.94" N., long. 122°09'24.65" W.)
POPES, CA	FIX	(Lat. 38°29'09.41" N., long. 122°20'45.16" W.)
NACKI, CA	WP	(Lat. 38°43'47.73" N., long. 123°05'52.93" W.)
	* * * * *	
T-331 NTELL, CA to FONIA, ND [New]		
NTELL, CA	WP	(Lat. 36°53'58.99" N., long. 119°53'22.21" W.)
KARNN, CA	FIX	(Lat. 37°09'03.79" N., long. 121°16'45.22" W.)
VINCO, CA	FIX	(Lat. 37°22'35.11" N., long. 121°42'59.52" W.)
NORCL, CA	WP	(Lat. 37°31'02.66" N., long. 121°43'10.60" W.)
MOVDD, CA	FIX	(Lat. 37°39'40.88" N., long. 121°26'53.53" W.)
EVETT, CA	WP	(Lat. 38°00'36.11" N., long. 121°07'48.14" W.)
TIPRE, CA	WP	(Lat. 38°12'21.00" N., long. 121°02'09.00" W.)
ESSO, CA	WP	(Lat. 38°43'11.37" N., long. 120°38'10.87" W.)
Squaw Valley, CA (SWR)	VOR/DME	(Lat. 39°10'49.16" N., long. 120°16'10.60" W.)
TRUCK, CA	FIX	(Lat. 39°26'15.67" N., long. 120°09'42.48" W.)
Mustang, NV (FMG)	VORTAC	(Lat. 39°31'52.55" N., long. 119°39'21.86" W.)
HIXUP, NV	WP	(Lat. 39°58'08.32" N., long. 118°51'52.25" W.)
Lovelock, NV (LLC)	VORTAC	(Lat. 40°07'30.95" N., long. 118°34'39.34" W.)
CUTVA, NV	FIX	(Lat. 40°23'27.16" N., long. 117°35'59.79" W.)
Battle Mountain, NV (BAM)	VORTAC	(Lat. 40°34'08.69" N., long. 116°55'20.12" W.)
PARZZ, NV	WP	(Lat. 41°36'14.64" N., long. 115°02'09.69" W.)
TULIE, ID	WP	(Lat. 42°37'58.49" N., long. 113°06'44.54" W.)
AMFAL, ID	WP	(Lat. 42°45'56.67" N., long. 112°50'04.64" W.)
Pocatello, ID (PIH)	VOR/DME	(Lat. 42°52'13.38" N., long. 112°39'08.05" W.)
VIPUC, ID	WP	(Lat. 43°21'09.64" N., long. 112°14'44.08" W.)
Idaho Falls, ID (IDA)	VOR/DME	(Lat. 43°31'08.42" N., long. 112°03'50.10" W.)
SABAT, ID	FIX	(Lat. 44°00'59.71" N., long. 111°39'55.04" W.)
WAHNZ, ID	WP	(Lat. 44°17'15.61" N., long. 111°13'32.75" W.)
SPECT, MT	WP	(Lat. 45°20'00.37" N., long. 109°27'47.95" W.)
Billings, MT (BIL)	VORTAC	(Lat. 45°48'30.81" N., long. 108°37'28.73" W.)
TRUED, MT	WP	(Lat. 46°08'27.38" N., long. 107°54'36.55" W.)
EXADE, MT	FIX	(Lat. 47°35'56.78" N., long. 104°32'40.61" W.)
JEKOK, MT	WP	(Lat. 47°59'31.05" N., long. 103°27'17.51" W.)
FONIA, ND	FIX	(Lat. 48°15'35.07" N., long. 103°10'37.54" W.)
	* * * * *	
T-333 KLIDE, CA to TIPRE, CA [New]		
KLIDE, CA	FIX	(Lat. 37°09'51.03" N., long. 121°42'46.98" W.)
BORED, CA	FIX	(Lat. 37°18'34.16" N., long. 121°27'48.06" W.)
SMONE, CA	WP	(Lat. 37°32'10.45" N., long. 121°21'30.65" W.)
TIPRE, CA	WP	(Lat. 38°12'21.00" N., long. 121°02'09.00" W.)

Issued in Washington, DC, on April 12, 2017.

Gemechu Gelgelu,

Acting Manager, Airspace Policy Group.

[FR Doc. 2017-07784 Filed 4-19-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG-2017-0077]

RIN 1625-AA08

Special Local Regulation; Tred Avon River, Between Bellevue, MD and Oxford, MD

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing special local regulations for certain waters of the Tred Avon River. This action is necessary to provide for the safety of life on the navigable waters located between Bellevue, MD and Oxford, MD, during a swim event on June 10, 2017. This rulemaking will prohibit persons and vessels from entering the regulated area unless authorized by the Captain of the Port Maryland-National Capital Region or the Coast Guard Patrol Commander.

DATES: This rule is effective from 8:30 a.m. on June 10, 2017, until 11:30 a.m. on June 11, 2017. This rule will be enforced from 8:30 a.m. until 11:30 a.m. on June 10, 2017, and if necessary, due to inclement weather, from 8:30 a.m. until 11:30 a.m. on June 11, 2017.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG-2017-0077 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Mr. Ronald Houck, U.S. Coast Guard Sector Maryland-National Capital Region, MD; telephone 410-576-2674, email Ronald.L.Houck@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
 COTP Captain of the Port
 DHS Department of Homeland Security
 FR Federal Register
 NPRM Notice of proposed rulemaking
 § Section
 U.S.C. United States Code

II. Background Information and Regulatory History

On January 23, 2017, Charcot-Marie-Tooth Association of Trappe, MD notified the Coast Guard that it will be conducting the swim portion of the Oxford Biathlon from 9:30 a.m. until 10:30 a.m. on June 10, 2017. The event will be conducted on a designated 1,300-meter course that starts at the ferry dock at Bellevue, MD and finishes at the Tred Avon Yacht Club at Oxford, MD. On February 27, 2017, the Coast Guard published a notice of proposed rulemaking (NPRM) titled "Special Local Regulation; Tred Avon River, between Bellevue, MD and Oxford, MD" in the *Federal Register* (82 FR 11867). In the NPRM, we stated the purpose of the rulemaking and invited comments on the proposed regulatory action related to this swim event. During the comment period that ended March 29, 2017, we received 1 comment. No public meeting was requested, and none was held.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 33 U.S.C. 1233. The COTP Maryland-National Capital Region has determined that potential hazards associated with the swim event on June 10, 2017, will be a safety concern for anyone intending to participate in this event or for vessels that operate within specified waters of the Tred Avon River between Bellevue, MD and Oxford, MD. The purpose of this rule is to protect event participants, spectators and transiting vessels on certain waters of the Tred Avon River before, during, and after the scheduled event.

IV. Discussion of Comments, Changes, and the Rule

As noted above, we received 1 comment on our NPRM published on February 27, 2017. There are no changes in the regulatory text of this rule from what was proposed in the NPRM.

The commenter, an individual, stated support for the regulated area, that it's necessary because the concentration of swimmers in this case increases the likelihood of a boating accident. Additionally, the consequences would be a slight inconvenience for a small number of recreational boaters and nothing involving significant economic trade on the waterway.

The Coast Guard agrees that this waterway restriction is necessary, however, should remain limited in scope and duration. The Coast Guard carefully considered its actions to enhance safety to event participants

while minimizing restrictions on mariners on the Tred Avon River. For this event, enough notice has been provided for persons to schedule, coordinate and adjust their voyages, and the Coast Guard will only enforce the regulated area during the enforcement period.

This rule establishes special local regulations from 8:30 a.m. until 11:30 a.m. on June 10, 2017, and if necessary, due to inclement weather, from 8:30 a.m. until 11:30 a.m. on June 11, 2017. The regulated area will include all navigable waters of the Tred Avon River, from shoreline to shoreline, within an area bounded on the east by a line drawn from latitude 38°42'25" N., longitude 076°10'45" W., thence south to latitude 38°41'37" N., longitude 076°10'26" W., and bounded on the west by a line drawn from latitude 38°41'58" N., longitude 076°11'04" W., thence south to latitude 38°41'25" N., longitude 076°10'49" W., thence east to latitude 38°41'25" N., longitude 076°10'30" W., located at Oxford, MD. The duration of the regulated area is intended to ensure the safety of event participants and vessels within the specified navigable waters before, during, and after the event, currently scheduled to begin at 9:30 a.m. and last until 10:30 a.m. No vessel or person will be permitted to enter the regulated area without obtaining permission from the COTP Maryland-National Capital Region or the designated Coast Guard Patrol Commander, except for Oxford Biathlon participants.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders (E.O.s) related to rulemaking. Below we summarize our analyses based on a number of these statutes and E.O.s, and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

E.O.s 12866 ("Regulatory Planning and Review") and 13563 ("Improving Regulation and Regulatory Review") direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits including potential economic, environmental, public health and safety effects, distributive impacts, and equity. E.O. 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. Executive Order 13771 ("Reducing Regulation and Controlling Regulatory Costs"), directs agencies to reduce regulation and