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 modify Class E airspace extending up to and including 700 feet above the surface area at Wayne Municipal/Stan Morris Field, Wayne, NE, in support of the instrument approach procedures for IFR operations at the airport. The geographic coordinates of the airport also will be updated to be in concert with the FAA's aeronautical database.

History

The FAA published in the **Federal Register** (82 FR 22924, May 19, 2017) Docket No. FAA–2017–0287 a notice of proposed rulemaking (NPRM) to modify Class E airspace extending upward from 700 feet above the surface at Wayne Municipal/Stan Morris Field (formally the Wayne Municipal Airport), Wayne, NE. Subsequent to the publication of the NPRM, the FAA found that the airport name had a name change to Wayne Municipal/Stan Morris Field from the Wayne Municipal Airport. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.11B, dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 amends Class E airspace extending upward from 700 feet above the surface within a 6.5-mile radius (reduced from a 7.5-mile radius) of Wayne Municipal/Stan Morris Field, Wayne, NE. Airspace redesign of standard instrument approach procedures is necessary for IFR operations at the airport due to the decommissioning of the Wayne NDB, and cancellation of the NDB approach. The name and geographic coordinates of the airport also are updated to be in concert with the FAA's aeronautical database. This action enhances the safety and management of the standard instrument approach procedures for IFR operations at the airport.

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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would 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).

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 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 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017, is amended as follows:

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

* * * * *

ACE NE E5 Wayne, NE [Amended]

Wayne Municipal/Stan Morris Field, NE
(Lat. 42°14′30″ N., long. 96°58′56″ W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Wayne Municipal/Stan Morris Field.

Issued in Fort Worth, Texas, on September 15, 2017.

Vonnie Royal,

Acting Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2017–20433 Filed 9–25–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2016–7055; Airspace Docket No. 15–AWP–11]

Establishment of Restricted Area R–2306F; Yuma Proving Ground, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes restricted area R–2306F in the vicinity of Laguna Army Airfield (LGF) at Yuma Proving Ground, AZ. The restricted area allows Yuma Proving Ground (YPG) to maximize the existing fixed infrastructure to support current and future hazardous test programs while minimizing the risk to public and non-participating aircraft. These programs involve ground and airborne testing of non-eye-safe lasers, high energy radars and the development of unproven weapon systems and this ensures the safer testing and evaluation of these programs without impacting non-participating aircraft and general public.

DATES: Effective date 0901 UTC, December 7, 2017.

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 north central United States to maintain the efficient flow of air traffic.

History

On July 25, 2016, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) (81 FR 48364), Docket No. FAA–2016–7055, to establish restricted area R–2306F, Yuma Proving Ground, AZ.

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

Differences From the NPRM

Subsequent to publication of the NPRM, the FAA identified geographic coordinates to more accurately reflect the existing boundaries using digital charting capabilities. The geographic coordinates identifying Laguna Army Airfield required a slight adjustment to accurately reflect the exact location. The geographic coordinates before and after Laguna Army Airfield needed to be corrected to ensure the FAA digital database meet tolerances of gap analysis.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 73 to establish a new restricted area (R–2306F) in the vicinity of Laguna Army Airfield (LGF) at Yuma Proving Ground, AZ. This action also incorporates the restricted area updates noted in the ''Differences from the NPRM'' section of this final rule. The FAA is taking this action for testing that includes both ground and air-to-ground propagation of non-eye-safe lasers, high power radars and developmental, unproven weapons systems. Testing includes the actual operation of these systems using various proven and unproven aircraft platforms. Due to the hazards of these systems, it is imperative that these activities be segregated within a restricted area. The changes from the NPRM are as follows:

R–2306F: The geographic coordinates proposed as ''lat. 32°51′18″ N., long. 114°19′29″ W.'' in the boundaries description are changed to ''lat. 32°51′19″ N., long. 114°19′29″ W.'' Additionally, the geographic coordinates proposed as ''lat. 32°51′52″ N., long. 114°23′34″ W.'' in the boundaries description are changed to ''lat. 32°51′53″ N., long. 114°23′35″ W.'' Lastly, the geographic coordinates proposed as ''lat. 32°49′30″ N., long. 114°26′39″ W.'' in the boundaries description are changed to ''lat. 32°49′30″ N., long. 114°26′38″ W.'' These coordinates are changed from the NPRM to ensure the FAA digital database meet tolerances of gap analysis.

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 establishing a new restricted area (R–2306F) in the vicinity of Laguna Army Airfield (LGF) at Yuma Proving Ground, AZ, qualifies for FAA adoption as authorized under 40 CFR 1506.3, and in accordance with FAA Order 1050.1F, paragraphs 8–2 and 9–2, *Adoption of Other Agencies' National Environmental Policy Act Documents,* and *Written Re-evaluations,* and 7400.2L, paragraph 32–2–3.

FAA's environmental impact review included an independent evaluation and adoption of the Army's Supplemental Environmental Assessment (SEA) for Proposed Special Use Airspace at Laguna Army Airfield, Yuma, Arizona which included the establishment of Restricted Area Airspace R–2306F. The Army's SEA, for which the FAA was a cooperating agency, was published July 2015 with issuance of its Finding of No Significant Impact (FONSI) on September 28, 2015.

The FAA has carefully considered its statutory mandate under 49 U.S.C. 40103 to ensure the safe and efficient use of the National Airspace System as well as the other aeronautical goals and objectives discussed in the Army's SEA, and has determined that the Army's Proposed Action provides the best airspace combination for meeting the needs stipulated in its SEA, that the SEA adequately assesses and discloses the environmental impacts of the Proposed Action, and that all practicable means to avoid or minimize environmental harm from that alternative have been adopted. Additionally, the FAA has determined that there have not been substantial changes to the Army's Proposed Action relevant to environmental concerns, and that there are no significant new circumstances or information relevant to environmental concerns and bearing on the Proposed Action or its impacts. Therefore, the FAA has concluded that an additional supplement to the Supplemental EA is not required.

A copy of the FAA's Adoption EA and FONSI/ROD document is available at *https://www.regulations.gov/* by referencing this docket number.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

■ 1. The authority citation for part 73 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.

§ 73.23 [Amended]

■ 2. Section 73.23 is amended as follows:

* * * * *

R–2306F, Yuma West, AZ [New]

Boundaries: Beginning at latitude 32°51′52″ N., longitude 114°26′52″ W.; to latitude 32°52′30″ N., longitude 114°21′03″ W.; to latitude 32°51′15″ N., longitude 114°21′03″ W.; to latitude 32°51′19″ N., longitude 114°19′29″ W.;

then clockwise along a 3.5 NM arc centered at latitude 32°51′53″ N., longitude 114°23′35″ W.; to latitude 32°49′30″ N., longitude 114°26′38″ W.; to latitude 32°49′51″ N., longitude 114°26′38″ W.; to latitude 32°50′08″ N., longitude 114°26′3″ W.; to latitude 32°50′17″ N., longitude 114°26′19″ W.; to latitude 32°50′31″ N., longitude 114°26′17″ W.; to latitude 32°50′42″ N., longitude 114°26′9″ W.; to latitude 32°51′11″ N., longitude 114°26′34″ W.; to the point of beginning.

Designated altitudes: Surface to and including 1,700 feet MSL.

Time of Designation: Intermittent, 0600–1800 local time, Monday–Saturday; other times by NOTAM.

Controlling Agency: Yuma Approach Control, MCAS Yuma, AZ.

Using Agency: U.S. Army, Commanding Officer, Yuma Proving Ground, Yuma, AZ.

Issued in Washington, DC, on September 20, 2017.

Rodger A. Dean Jr.,

Manager, Airspace Policy Group.

[FR Doc. 2017–20590 Filed 9–25–17; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 40

[Docket No. RM16–13–000; Order No. 836]

Balancing Authority Control, Inadvertent Interchange, and Facility Interconnection Reliability Standards

AGENCY: Federal Energy Regulatory Commission.

ACTION: Final rule.

SUMMARY: The Federal Energy Regulatory Commission (Commission) approves Reliability Standards BAL–005–1 (Balancing Authority Control) and FAC–001–3 (Facility Interconnection Requirements), submitted by the North American Electric Reliability Corporation, as well as the retirement of Reliability Standards BAL–005–0.2b (Automatic Generation Control), FAC–001–2 (Facility Interconnection Requirements), and BAL–006–2 (Inadvertent Interchange).

DATES: This rule will become effective November 27, 2017.

FOR FURTHER INFORMATION CONTACT:

Syed Ahmad (Technical Information), Office of Electric Reliability, Division of Reliability Standards, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, Telephone: (202) 502–8718, *Syed.Ahmad@ferc.gov*

Julie Greenisen (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426, Telephone: (202) 502–6362, *Julie.Greenisen@ferc.gov*.

SUPPLEMENTARY INFORMATION:

ORDER NO. 836

FINAL RULE

1. Pursuant to section 215 of the Federal Power Act (FPA),[1] the Commission approves Reliability Standards BAL–005–1 (Balancing Authority Control) and FAC–001–3 (Facility Interconnection Requirements), submitted by the North American Electric Reliability Corporation (NERC), as well as the retirement of Reliability Standards BAL–005–0.2b (Automatic Generation Control), FAC–001–2 (Facility Interconnection Requirements), and BAL–006–2 (Inadvertent Interchange). The Commission also approves the associated implementation plans, violation risk factors, and violation severity levels for Reliability Standards BAL–005–1 and FAC–001–3. Finally, the Commission approves three revised definitions for the glossary of terms used in NERC's Reliability Standards (NERC Glossary).

2. The Commission determines that Reliability Standards BAL–005–1 and FAC–001–3 will enhance the reliability of the Bulk-Power System, as compared to currently-effective Reliability Standards BAL–005–0.2b and FAC–001–2, by clarifying and consolidating existing requirements related to frequency control. In addition, the Commission determines that the revised Reliability Standards support more accurate and comprehensive calculation of Reporting Area Control Error (Reporting ACE), by requiring timely reporting of an inability to calculate Reporting ACE and by requiring balancing authorities to maintain minimum levels of annual availability of 99.5 percent for each balancing authority's system for calculating Reporting ACE. Based on the information received in the comments on the Notice of Proposed Rulemaking in this proceeding,[2] as well as in response to a subsequent data request issued to NERC,[3] the Commission has determined that it will not, at this time, direct NERC to restore existing requirements in Requirement R15 of Reliability Standard BAL–005–0.2b related to maintaining and testing backup power supplies at primary control centers and other critical locations. We also approve NERC's request to retire Reliability Standard BAL–006–2, BAL–005–0.2b and FAC–001–2 upon the effective date of Reliability Standard BAL–005–1.

I. Background

A. Mandatory Reliability Standards and Order No. 693

3. Section 215 of the FPA requires a Commission-certified Electric Reliability Organization (ERO) to develop mandatory and enforceable Reliability Standards that are subject to Commission review and approval. Specifically, the Commission may approve, by rule or order, a proposed Reliability Standard or modification to a Reliability Standard if it determines that the Reliability Standard is just, reasonable, not unduly discriminatory or preferential and in the public interest.[4] Once approved, the Reliability Standards may be enforced by NERC, subject to Commission oversight, or by the Commission independently.[5]

4. Pursuant to section 215 of the FPA, the Commission established a process to select and certify an ERO,[6] and subsequently certified NERC as the ERO.[7] On March 16, 2007, the Commission issued Order No. 693, approving 83 of the initial 107 Reliability Standards filed by NERC, including Reliability Standards BAL–005–0 (Automatic Generation Control), FAC–001–0 (Facility Interconnection Requirements), and BAL–006–1 (Inadvertent Interchange).[8] In addition to approving Reliability Standards BAL–005–0 and BAL–006–1, the Commission directed NERC to develop modifications to those Reliability Standards through

[1] 16 U.S.C. 824(o).

[2] *Balancing Authority Control, Inadvertent Interchange, and Facility Interconnection Reliability Standards,* Notice of Proposed Rulemaking, 81 FR 66,555 (Sept. 28, 2016), 156 FERC ¶ 61,210 (2016) (NOPR).

[3] *See* Response of the North American Electric Corporation to Data Request, Docket No. RM16–13–000 (April 7, 2017).

[4] 16 U.S.C. 824o(d)(2).

[5] *Id.* 824o(e).

[6] *Rules Concerning Certification of the Electric Reliability Organization; and Procedures for the Establishment, Approval, and Enforcement of Electric Reliability Standards,* Order No. 672, FERC Stats. & Regs. ¶ 31,204, *order on reh'g,* Order No. 672–A, FERC Stats. & Regs. ¶ 31,212 (2006).

[7] *North American Electric Reliability Corp.,* 116 FERC ¶ 61,062, *order on reh'g and compliance,* 117 FERC ¶ 61,126 (2006), *aff'd sub nom. Alcoa, Inc.* v. *FERC,* 564 F.3d 1342 (D.C. Cir. 2009).

[8] *Mandatory Reliability Standards for the Bulk-Power System,* Order No. 693, FERC Stats. & Regs. ¶ 31,242 at PP 420, 439, and 680, *order on reh'g,* Order No. 693–A, 120 FERC ¶ 61,053 (2007).