

FAA ATC facility while within the corridor.

To minimize impacts to non-participating aircraft, in addition to the existing part 93 requirement that aircraft operating in the East/West Corridor must establish and maintain two-way radio contact with ATC, the Eglin Radar Control Facility would reroute all non-participating aircraft north of the temporary restricted airspace, through the southern portion of restricted area R-2915B. That airspace would be scheduled for use by ATC and non-participating air traffic when the temporary restricted areas are active.

This alternative routing has been successfully used in the past to mitigate impacts on non-participating aircraft when the west section of the East/West Corridor was unavailable. Emergency air traffic requiring access to the airspace would be given priority access under the control of the Eglin Radar Control Facility, which has direct communications with the Test Director to halt hazardous activity in the area.

Notices to Airmen (NOTAM) and Notices to Mariners (NOTMAR) would be published at least 24 hours in advance of the daily activation of R-2920A and R-2920B. The Eglin AFB Public Affairs office would issue a press release 30 days prior to the exercise to advise the public of the exercise, the activity, and impacted locations. The Eglin AFB Flight Safety Office would advise local airports and airspace users of the proposed restricted airspace, its impacts and planned mitigations.

Since R-2920A and R-2920B are temporary areas, they would not be depicted on the New Orleans Sectional Aeronautical Chart or the IFR Enroute Low Altitude Chart, L-22. However, a notice and graphic depiction would be published in the Notices to Airmen Publication (NTAP). The NTAP is available on line at http://www.faa.gov/air_traffic/publications/notices/.

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 subjected 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 73

Airspace, Prohibited Areas, Restricted Areas.

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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.

§ 73.29 Florida (Amended)

- 2. § 73.29 is amended as follows:

* * * * *

R-2920A Santa Rosa Island, FL [Temporary]

Boundaries. Beginning at lat. 30°22'53" N., long. 86°50'57" W.; thence along the shoreline to lat. 30°23'35" N., long. 86°44'24" W.; to lat. 30°20'34" N., long. 86°44'07" W.; thence 3 NM from and parallel to the shoreline to lat. 30°19'53" N., long. 86°50'39" W.; to the point of beginning.

Designated altitudes. Surface to but not including 8,500 feet MSL.

Time of designation. 0900 to 1600 local time, during the period May 11 to May 18, 2017.

Controlling agency. FAA, Jacksonville ARTCC.

Using agency. U.S. Air Force, Commander, 96th Test Wing, Eglin AFB, FL.

R-2920B Santa Rosa Island, FL [Temporary]

Boundaries. Beginning at lat. 30°23'35" N., long. 86°44'24" W.; thence along the shoreline to lat. 30°23'40" N., long. 86°42'52" W.; to lat. 30°20'40" N., long. 86°42'35" W.; thence 3 NM from and parallel to the shoreline to lat. 30°20'34" N., long. 86°44'07" W.; to the point of beginning.

Designated altitudes. Surface to but not including 8,500 feet MSL.

Time of designation. 0900 to 1600 local time, during the period May 11 to May 18, 2017.

Controlling agency. FAA, Jacksonville ARTCC.

Using agency. U.S. Air Force, Commander, 96th Test Wing, Eglin AFB, FL.

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Issued in Washington, DC on February 8, 2017.

Leslie M. Swann,

Acting Manager, Airspace Policy Group.

[FR Doc. 2017-03537 Filed 2-22-17; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2016-9591; Airspace Docket No. 16-ASW-21]

RIN 2120-AA66

Proposed Establishment of Temporary Restricted Area R-5602; Fort Sill, OK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish temporary restricted area R-5602, over the Fort Sill, OK, R-5601 restricted area complex, to support the U.S. Army Maneuver & Fires Integration Experiment (MFI) 2018 scheduled for December 2017. MFI 2018 is planned to exercise hazardous laser operations conducting counter unmanned aircraft systems (UAS) activities. The temporary restricted area would be in effect from December 4 through December 15, 2017.

DATES: Comments must be received on or before April 10, 2017.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; telephone: 1 (800) 647-5527, or telephone: (202) 366-9826. You must identify FAA Docket No. FAA-2016-9591 and Airspace Docket No. 16-ASW-21, at the beginning of your comments. You may also submit comments through the Internet at www.regulations.gov. You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. The Docket Office (telephone 1-800-647-5527), is on the ground floor of the building at the above address.

Comments on environmental and land use aspects to should be directed to: U.S. Army Garrison, Directorate of Public Works, Attn: IMSI-PWE (Sarah Sminkey), Environmental Quality Division, Fort Sill, OK 73503-5100;

email: sarah.e.sminkey.civ@mail.mil;
telephone: (580) 442-2849.

FOR FURTHER INFORMATION CONTACT:
Colby Abbott, 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 would establish temporary restricted area airspace at Fort Sill, OK, to enhance aviation safety and accommodate essential U.S. Army hazardous above-the-horizon laser operations conducting counter UAS activities.

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2016-9591 and Airspace Docket No. 16-ASW-21) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at www.regulations.gov.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2016-9591 and Airspace Docket No. 16-ASW-21." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

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 http://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 at the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Blvd., Fort Worth, TX 76177.

Background

As the U.S. Army's Center of Excellence for Fires, Fort Sill has submitted a proposal to the FAA to establish a temporary restricted area overlying a portion of the Fort Sill R-5601 restricted area complex, and extending slightly eastward, to support the Army's Maneuver & Fires Integration Experiment (MFI) 2018 planned for December 4-15, 2017. The proposed restricted area would contain hazardous laser activities associated with demonstrating and developing training employment tactics for counter UAS capabilities.

Specifically intended to destroy unmanned aircraft, the hazardous laser activities require additional short-term restricted airspace to supplement the existing Fort Sill R-5601 complex and ensure the protection of nonparticipating air traffic when hazardous activities are occurring. Minimal aeronautical impact is anticipated since the temporary restricted area would be located above the existing R-5601 complex which extends from the surface to 40,000 feet mean sea level (MSL), and the

designated altitudes of the temporary restricted area would extend upward from 40,000 feet MSL to 60,000 feet MSL.

The Proposal

The FAA is proposing an amendment to 14 CFR part 73 to establish temporary restricted area R-5602 in support of MFI 2018 during the period December 4-15, 2017, to contain hazardous laser activities demonstrating counter UAS capabilities. To effectively segregate nonparticipating air traffic from the hazardous activities associated with MFI 2018, R-5602 would extend from 40,000 feet MSL to 60,000 feet MSL, would be activated daily by a Notice to Airmen (NOTAM), and would be in effect only during the period of December 4 through December 15, 2017.

The proposed lateral boundaries for R-5602 would overlie and extend upward over the ceilings of the R-5601A, R-5601B, and a portion of R-5601F restricted areas and extend approximately 8 nautical miles (NM) east beyond the R-5601A and R-5601F eastern boundaries. Collectively, the R-5602 proposed boundaries and existing R-5601 restricted areas would fully contain the planned hazardous laser beam trajectories, within restricted area airspace, from the surface to 60,000 feet MSL.

The proposed designated altitudes for R-5602 would extend upward from 40,000 feet MSL to 60,000 feet MSL. The altitudes are defined relative to MSL to highlight that the proposed area would be used for other than aircraft operations. From an air traffic perspective, establishing R-5602 for other than aircraft operations reduces radar separation requirements for circumnavigating the temporary restricted area and minimizes impacts to aviation.

The proposed time of designation for R-5602 is by NOTAM with an expected usage of approximately 2 hours per day during the MFI 2018 period of December 4-15. The activation periods are planned for 0930 to 1130 or 1300 to 1500 daily; however, due to the heavy dependence on favorable weather and unpredictability of seasonal weather patterns, NOTAM activations could be adjusted as operationally necessary. Planning to use R-5602 only 2 hours per day during MFI 2018 further minimizes impacts to aviation.

Since R-5602 is a temporary area, it would not be depicted on the Dallas-Ft. Worth Sectional Aeronautical Chart or the IFR Enroute High Altitude Chart, H-6. However, a notice and graphic depiction would be published in the Notices to Airmen Publication (NTAP).

The NTAP is available on line at http://www.faa.gov/air_traffic/publications/notices/.

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 subjected 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 73

Airspace, Prohibited Areas, Restricted Areas.

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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.

§ 73.56 Oklahoma [Amended]

- 2. § 73.56 is amended as follows:

* * * * *

R-5602 Fort Sill, OK [Temporary]

Boundaries. Beginning at lat. 34°49′30″ N., long. 98°08′43″ W.; to lat. 34°36′36″ N., long. 98°08′43″ W.; to lat. 34°36′36″ N., long. 98°17′01″ W.; to lat. 34°38′15″ N., long. 98°17′01″ W.; to lat. 34°38′15″ N., long. 98°37′57″ W.; to lat. 34°40′54″ N., long. 98°37′56″ W.; to lat. 34°42′07″ N., long. 98°37′20″ W.; to lat. 34°43′21″ N., long. 98°36′02″ W.; to lat. 34°43′30″ N., long. 98°35′40″ W.; to lat. 34°45′03″ N., long. 98°29′46″ W.; to lat. 34°46′15″ N., long.

98°25′01″ W.; to lat. 34°47′00″ N., long. 98°17′46″ W.; to lat. 34°46′45″ N., long. 98°17′01″ W.; to lat. 34°49′30″ N., long. 98°17′01″ W.; to the point of beginning. Designated altitudes. 40,000 feet MSL to 60,000 feet MSL.

Time of designation. December 4—15, 2017, by NOTAM.

Controlling agency. FAA, Fort Worth ARTCC.

Using agency. U. S. Army, Commanding General, U. S. Army Fires Center of Excellence, Fort Sill, OK.

Issued in Washington, DC on February 8, 2017.

Leslie M. Swann,

Acting Manager, Airspace Policy Group.

[FR Doc. 2017–03539 Filed 2–22–17; 8:45 am]

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 300

[Docket No. 161223999–7143–01]

RIN 0648–BG61

Pacific Halibut Fisheries; Catch Sharing Plan

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed rule; request for comments.

SUMMARY: NMFS proposes to approve changes to the Pacific Halibut Catch Sharing Plan (Plan) and codified regulations for the International Pacific Halibut Commission’s (IPHC or Commission) regulatory Area 2A off Washington, Oregon, and California (Area 2A). In addition, NMFS proposes to implement the portions of the Plan and management measures that are not implemented through the IPHC. These measures include the sport fishery allocations and management measures for Area 2A. These actions are intended to conserve Pacific halibut, provide angler opportunity where available, and minimize bycatch of overfished groundfish species.

DATES: Comments on the proposed changes to the Plan and the codified regulations, and on the proposed domestic Area 2A Pacific halibut management measures must be received by March 15, 2017.

ADDRESSES: Submit your comments, identified by NOAA–NMFS–2016–0144, by either of the following methods:

- **Federal e-Rulemaking Portal:** Go to www.regulations.gov/

#/docketDetail;D=NOAA-NMFS-2016-0144, click the “Comment Now!” icon, complete the required fields, and enter or attach your comments.

- **Mail:** Submit written comments to Barry A. Thom, Regional Administrator, West Coast Region, NMFS, 7600 Sand Point Way NE., Seattle, WA 98115–0070.

Instructions: NMFS may not consider comments if they are sent by any other method, to any other address or individual, or received after the comment period ends. All comments received are a part of the public record and NMFS will post for public viewing on www.regulations.gov without change. All personal identifying information (e.g., name, address, etc.), confidential business information, or otherwise sensitive information submitted voluntarily by the sender is publicly accessible. NMFS will accept anonymous comments (enter “N/A” in the required fields if you wish to remain anonymous).

FOR FURTHER INFORMATION CONTACT:

Gretchen Hanshew, phone: 206–526–6147, fax: 206–526–6736, or email: gretchen.hanshew@noaa.gov.

SUPPLEMENTARY INFORMATION:

Electronic Access

This rule is accessible via the Internet at the Office of the Federal Register Web site at www.access.gpo.gov/su_docs/aces/aces140.html. Background information and documents are available at the NMFS West Coast Region Web site at www.westcoast.fisheries.noaa.gov/fisheries/management/pacific_halibut_management.html and at the Council’s Web site at www.pcouncil.org.

Background

The Northern Pacific Halibut Act (Halibut Act) of 1982, 16 U.S.C. 773–773K, gives the Secretary of Commerce (Secretary) general responsibility for implementing the provisions of the Halibut Convention between the United States and Canada (Halibut Convention) (16 U.S.C. 773c). It requires the Secretary to adopt regulations as may be necessary to carry out the purposes and objectives of the Halibut Convention and the Halibut Act. Section 773c of the Halibut Act also authorizes the regional fishery management councils to develop regulations in addition to, but not in conflict with, regulations of the IPHC to govern the Pacific halibut catch in their corresponding U.S. Convention waters.

Each year between 1988 and 1995, the Pacific Fishery Management Council (Council) developed and NMFS implemented a catch sharing plan in