

the header of the airspace legal description to Dallas Executive Airport, to coincide with the FAA's aeronautical database; removing the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2P, Procedures for Handling Airspace Matters; and replacing the outdated terms "Notice to Airmen" and Airport/Facility Directory" with "Notice to Air Missions" and "Chart Supplement".

This FAA is proposing this action as the result of a biennial airspace review conducted in accordance with FAA orders, to bring the airspace into compliance with current FAA orders, and to support IFR operations at this airport.

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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 5000 Class D Airspace.

* * * * *

ASW TX D Dallas, TX [Amended]

Redbird Executive Airport, TX
(Lat 32°40'53" N, long 96°52'08" W)

That airspace extending upward from the surface up to but not including 3,000 feet within a 4.5-mile radius of Dallas Executive Airport. This Class D airspace area is effective during specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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Issued in Fort Worth, Texas, on February 20, 2024.

Martin A. Skinner,

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

[FR Doc. 2024–04039 Filed 2–27–24; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–0157; Airspace
Docket No. 23–ASO–32]

RIN 2120–AA66

Establishment and Amendment of Multiple United States Area Navigation (RNAV) Routes; and Revocation of RNAV Route T–204; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish United States Area Navigation (RNAV) Routes T–489, T–491, T–493, and T–495; amend RNAV Routes Q–102, T–210, T–336, T–341, and T–349; and revoke RNAV Route T–204 in the eastern United States. This action supports FAA Next Generation Air Transportation System (NextGen) efforts to provide a modern RNAV route structure to improve the safety and efficiency of the National Airspace System (NAS).

DATES: Comments must be received on or before April 15, 2024.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2024–0157 and Airspace Docket No. 23–ASO–32 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:* Send comments to 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 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 Federal holidays.

FAA Order JO 7400.11H, 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, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Brian Vidis, Rules and Regulations Group, Office of Policy, 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 modify the NAS as necessary to preserve the safe and efficient flow of air traffic.

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 edit, 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 normal

business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA, 30337.

Incorporation by Reference

United States Area Navigation routes are published in paragraph 2006 and 6011 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 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would 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 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

Background

In March 2000, the Aircraft Owners and Pilots Association (AOPA) requested that the FAA take action to develop and chart Instrument Flight Rules (IFR) RNAV routes for use by aircraft having IFR-approved Global Positioning System (GPS) equipment. In response to the AOPA request, a cooperative effort was launched involving the FAA, AOPA, and the Government/Industry Aeronautical Charting Forum. This effort began with the development of RNAV routes to provide more direct routing for enroute IFR aircraft to transition through busy terminal airspace areas. As a result, the FAA established T-204 on December 22, 2005 (70 FR 66251; November 2, 2005) as an Area Navigation Instrument Flight Rules Terminal Transition Routes (RITTR). RITTR routes are low-altitude Air Traffic Service (ATS) routes, based on RNAV, for use by aircraft having IFR-approved GPS/Global Navigation Satellite System (GNSS) equipment. The purpose of RITTR routes is to expedite the handling of IFR overflight traffic through busy terminal airspace areas.

T-204 currently extends between the Taylor, FL (TAY), Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the Brunswick, GA (SSI), VORTAC. T-204 is a west-east oriented RNAV route that is perpendicular to arrival and departure flows to or from the Jacksonville, FL, area. This orientation contributes to air traffic control (ATC) conflicts. To avoid conflicts with the arrival and departure flows from the north, ATC issues aircraft flying T-204 alternate routing through the Jacksonville, FL, area via RNAV Routes

T-208, T-323, T-341, and T-437. Since alternate RNAV routes are regularly issued by ATC to overcome the conflicts noted previously, T-204 has become a seldom used route that is no longer required for RNAV-equipped aircraft to transition through the busy Jacksonville terminal airspace area.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to establish RNAV Routes T-489, T-491, T-493, and T-495; amend RNAV Routes Q-102, T-210, T-336, T-341, and T-349; and revoke RNAV Route T-204 in the eastern United States. This action supports continued FAA NextGen efforts to provide a modern RNAV route structure that improves the efficiency of the NAS. The proposed RNAV route changes are described below.

Q-102: Q-102 currently extends between the Leeville, LA (LEV), VORTAC and the Cypress, FL (CYY), VOR/Distance Measuring Equipment (VOR/DME). The FAA proposes to remove the Cypress VOR/DME route point from the route and replace it with the FEMID, FL, waypoint (WP) to provide connectivity to the existing RNAV route structure at the FEMID WP. As amended, Q-102 would be changed to extend between the Leeville VORTAC and the FEMID WP.

T-204: T-204 currently extends between the Taylor, FL (TAY), VORTAC and the Brunswick, GA (SSI), VORTAC. The FAA proposes to remove the route in its entirety.

T-210: T-210 currently extends between the HADDE, FL, Fix, and the VARZE, FL, WP. The FAA proposes to extend T-210 to the west between the HADDE Fix and the MILLP, FL, Fix and to the south between the VARZE Fix and the WEZER, FL, WP. The proposed route extension to the west would provide RNAV connectivity to the Marianna, FL, area, and the route extension to the south would provide more efficient ATC clearances in the Lakeland, FL, area. As amended, the route would be changed to extend between the MILLP Fix and the WEZER WP.

T-336: T-336 currently extends between the TROYR, FL, WP and the VALKA, FL, Fix. The FAA proposes to extend T-336 to the northwest between the MILLP, FL, Fix and the TROYR WP. The route would overlay VOR Federal Airway V-521 between the Marianna, FL (MAI), VORTAC and the Cross City, FL (CTY), VORTAC. The proposed route extension would provide RNAV connectivity to the Marianna, FL, area. Additionally, the FAA proposes to change the TROYR WP name to the

CCITY, FL, WP. As amended, the route would be changed to extend between the MILLP Fix and the VALKA Fix.

T-341: T-341 currently extends between the MEAGN, FL, WP and the MARQO, FL, WP. The FAA proposes to extend T-341 to the northeast between the MARQO WP and the FLRNS, SC, Fix. The proposed RNAV route extension would provide RNAV connectivity to the Florence, SC, area. Additionally, the FAA proposes to add the FEBRO, FL, WP between the CUSEK, FL, WP and the YELLZ, FL, WP to provide connectivity to RNAV Routes T-343 and T-353, and replace the WHOOU, FL, WP with the WALEE, FL, WP to provide connectivity to RNAV Route T-207. Lastly, the FAA proposes to remove the DULFN, FL, WP from the route description as it does not represent a turn point of one degree or more. As amended, the route would be changed to extend between the MEAGN WP and the FLRNS Fix.

T-349: T-349 currently extends between the VARZE, FL, WP and the TROYR, FL, WP. The FAA proposes to extend T-349 to the southeast from the VARZE WP to the NEWER, FL, Fix and to the northwest from the TROYR WP to the LYFEE, AL, WP. The proposed route would overlay VOR Federal Airway V-7 between the Wiregrass, AL (RRS), VORTAC and the Cross City, FL (CTY), VORTAC and provide RNAV connectivity between the Fort Lauderdale, FL and the Dothan, AL, areas. Additionally, the FAA proposes to remove the MILOW, FL, WP and the MURDE, FL, WP from the route description as those route points do not represent a turn point of one degree or more. Lastly, the FAA proposes to change the TROYR WP name to the CCITY, FL, WP. As amended, the route

would be changed to extend between the NEWER Fix and the LYFEE WP.

T-489: T-489 is a new RNAV route proposed to extend between the BOLTS, FL, WP and the PCANN, GA, WP. The proposed route would overlay a portion of VOR Federal Airway V-35 between the ATTAK, FL, Fix and the PECAN, GA (PZD), VOR/DME and provide RNAV routing between the Tampa, FL, area and the Albany, GA, area.

T-491: T-491 is a new RNAV route proposed to extend between the BOLTS, FL, WP and the SIROC, GA, WP. The proposed route would provide RNAV routing between the Tampa, FL, area and the Brunswick, GA, area.

T-493: T-493 is a new RNAV route proposed to extend between the BOLTS, FL, WP and the DOOLY, GA, WP. The proposed route would provide RNAV routing between the Tampa, FL, area and the Macon, GA, area.

T-495: T-495 is a new RNAV route proposed to extend between the BOLTS, FL, WP, and the BWDEN, FL, Fix. The proposed route would provide RNAV routing between the Tampa, FL, area and the Tallahassee, FL, 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 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

* * * * *

G-102 LEEVILLE, LA (LEV) TO FEMID, FL [AMENDED]

Table with 3 columns: Fix Name, Type, and Coordinates. Includes VORTAC, WP, and FIX entries for Leeville, LA and Femid, FL.

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Paragraph 6011 United States Area Navigation Routes.

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T-204 [Removed]

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T-210 MILLP, FL TO WEZER, FL [AMENDED]

Table with 3 columns: Fix Name, Type, and Coordinates. Includes FIX, WP, and FIX entries for Millp, FL and Wezer, FL.

WEZER, FL WP (lat. 28°02'26.59" N, long. 082°02'39.60" W)

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T-336 MILLP, FL TO VALKA, FL [AMENDED]

MILLP, FL FIX (lat. 30°47'10.19" N, long. 085°07'27.41" W)
 TERES, FL FIX (lat. 29°56'07.76" N, long. 084°20'08.51" W)
 HEVFN, FL FIX (lat. 29°49'19.11" N, long. 083°53'42.89" W)
 CCITY, FL WP (lat. 29°34'20.92" N, long. 083°01'52.68" W)
 PUNQU, FL WP (lat. 28°34'33.65" N, long. 081°49'22.43" W)
 YOJIX, FL FIX (lat. 28°02'44.04" N, long. 081°33'45.34" W)
 ODDEL, FL FIX (lat. 28°05'45.51" N, long. 081°10'10.24" W)
 DEARY, FL FIX (lat. 28°06'02.53" N, long. 080°54'51.40" W)
 VALKA, FL FIX (lat. 27°55'06.06" N, long. 080°34'17.17" W)

* * * * *

T-341 MEAGN, FL TO FLRNS, SC [AMENDED]

MEAGN, FL WP (lat. 26°14'17.20" N, long. 080°47'23.64" W)
 ZAGPO, FL WP (lat. 26°23'47.41" N, long. 080°57'25.83" W)
 CUSEK, FL WP (lat. 26°51'38.79" N, long. 081°23'17.37" W)
 FEBRO, FL WP (lat. 27°37'02.08" N, long. 081°47'07.68" W)
 YELLZ, FL WP (lat. 27°51'36.18" N, long. 081°56'34.16" W)
 WEZER, FL WP (lat. 28°02'26.59" N, long. 082°02'39.60" W)
 VARZE, FL WP (lat. 28°16'25.85" N, long. 082°01'44.51" W)
 OMMNI, FL WP (lat. 28°51'29.29" N, long. 082°09'41.75" W)
 WALEE, FL WP (lat. 29°41'36.05" N, long. 082°14'07.07" W)
 MARQO, FL WP (lat. 30°30'53.57" N, long. 082°32'45.62" W)
 TWEST, GA FIX (lat. 32°05'45.00" N, long. 082°03'11.00" W)
 DURBE, SC WP (lat. 33°00'44.75" N, long. 081°17'32.69" W)
 VANNC, SC WP (lat. 33°28'29.84" N, long. 080°26'54.65" W)
 FLRNS, SC FIX (lat. 34°13'58.11" N, long. 079°39'25.95" W)

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T-349 NEWER, FL TO LYFEE, AL [AMENDED]

NEWER, FL FIX (lat. 26°13'54.98" N, long. 080°37'05.49" W)
 GILBI, FL FIX (lat. 26°24'31.77" N, long. 080°43'44.46" W)
 KNRAD, FL FIX (lat. 26°37'16.45" N, long. 081°09'54.74" W)
 CUSEK, FL WP (lat. 26°51'38.79" N, long. 081°23'17.37" W)
 QUNCY, FL FIX (lat. 27°02'13.01" N, long. 081°38'18.21" W)
 FEBRO, FL WP (lat. 27°37'02.08" N, long. 081°47'07.68" W)
 YELLZ, FL WP (lat. 27°51'36.18" N, long. 081°56'34.16" W)
 WEZER, FL WP (lat. 28°02'26.59" N, long. 082°02'39.60" W)
 VARZE, FL WP (lat. 28°16'25.85" N, long. 082°01'44.51" W)
 CCITY, FL WP (lat. 29°34'20.92" N, long. 083°01'52.68" W)
 LYFEE, AL WP (lat. 31°17'05.04" N, long. 085°25'52.67" W)

* * * * *

T-489 BOLTS, FL TO PCANN, GA [NEW]

BOLTS, FL WP (lat. 28°11'15.93" N, long. 082°52'21.14" W)
 ATTAQ, FL FIX (lat. 28°36'46.38" N, long. 082°49'30.78" W)
 NESST, FL FIX (lat. 28°59'10.29" N, long. 082°54'02.10" W)
 CEDDI, FL FIX (lat. 29°17'10.66" N, long. 082°58'22.44" W)
 CCITY, FL WP (lat. 29°34'20.92" N, long. 083°01'52.68" W)
 GRNVL, FL FIX (lat. 30°33'04.80" N, long. 083°46'58.59" W)
 PCANN, GA WP (lat. 31°39'18.97" N, long. 084°17'35.80" W)

T-491 BOLTS, FL TO SIROC, GA [NEW]

BOLTS, FL WP (lat. 28°11'15.93" N, long. 082°52'21.14" W)
 EXWAY, FL FIX (lat. 28°54'18.24" N, long. 082°30'44.53" W)
 WALEE, FL WP (lat. 29°41'36.05" N, long. 082°14'07.07" W)
 OHLEE, FL WP (lat. 30°16'06.04" N, long. 082°06'32.53" W)
 SIROC, GA WP (lat. 31°03'02.32" N, long. 081°26'45.89" W)

T-493 BOLTS, FL TO DOOLY, GA [NEW]

BOLTS, FL WP (lat. 28°11'15.93" N, long. 082°52'21.14" W)
 CHAAZ, FL FIX (lat. 28°43'28.00" N, long. 082°36'13.00" W)
 ORATE, FL FIX (lat. 29°20'25.53" N, long. 082°52'48.84" W)
 CCITY, FL WP (lat. 29°34'20.92" N, long. 083°01'52.68" W)
 VLDST, GA FIX (lat. 30°46'50.17" N, long. 083°16'47.21" W)
 TIFFT, GA FIX (lat. 31°25'42.59" N, long. 083°29'19.75" W)
 DOOLY, GA WP (lat. 32°12'48.02" N, long. 083°29'50.66" W)

T-495 BOLTS, FL TO BWDEN, FL [NEW]

BOLTS, FL WP (lat. 28°11'15.93" N, long. 082°52'21.14" W)
 ATTAQ, FL FIX (lat. 28°36'46.38" N, long. 082°49'30.78" W)
 NESST, FL FIX (lat. 28°59'10.29" N, long. 082°54'02.10" W)
 DEANR, FL WP (lat. 29°15'30.40" N, long. 083°03'30.24" W)
 BWDEN, FL FIX (lat. 30°33'21.90" N, long. 084°22'25.85" W)

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Issued in Washington, DC, on February 21, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

[FR Doc. 2024-04040 Filed 2-27-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

43 CFR Part 8360

[BLM_CO_FRN_MO4500170792]

Public Lands Administered by the Tres Rios Field Office in Archuleta, La Plata, Montezuma, Dolores, San Miguel, and Montrose Counties; and by the Gunnison Field Office in Gunnison, Ouray, San Juan, and Hinsdale Counties, CO

AGENCY: Bureau of Land Management, Interior.

ACTION: Proposed supplementary rule.

SUMMARY: The Bureau of Land Management (BLM) Colorado is proposing a supplementary rule for public lands addressed in five planning efforts in the Tres Rios and Gunnison Field Offices. The proposed supplementary rule would implement decisions relating to motorized and non-motorized vehicles, day-use areas, seasonal wildlife habitat protection, camping, and campfires.

DATES: Please send comments to the following address by April 29, 2024. Comments postmarked or received in person or by electronic mail after this date may not be considered when developing the final supplementary rule.

ADDRESSES: Please send comments related to the proposed supplementary rule implementing the Tres Rios Field Office (TRFO) Resource Management Plan (RMP), the Dolores River Corridor Management Plan (CMP), and the TRFO Transportation and Access Plan—Travel Area 1 (TAP1) to the Bureau of Land Management, Tres Rios Field Office, 29211 Highway 184, Dolores, CO 81323; or email comments to tfouss@blm.gov.

Please send comments related to the proposed supplementary rule implementing the Alpine Triangle Recreation Area Management Plan (RAMP) and the Silverton Travel Management Plan (TMP) to the Bureau of Land Management, Gunnison Field Office, 210 W Spencer Ave., Gunnison, CO 81230; or email comments to jlovelac@blm.gov.

On all comments, please include “Proposed Supplementary Rule” in the subject line.

FOR FURTHER INFORMATION CONTACT: For information regarding the TRFO RMP, Dolores River CMP, and TRFO TAP1, contact Tyler Fouss, Field Staff Ranger, Bureau of Land Management, Tres Rios Field Office, 29211 Highway 184, Dolores, CO 81323; telephone 970-882-1131; email: tfouss@blm.gov.

For further information related to the Alpine Triangle RAMP and Silverton TMP, please contact James Lovelace, Supervisory Outdoor Recreation Planner, Bureau of Land Management, Gunnison Field Office, 210 W Spencer Ave., Gunnison, CO 81230; telephone 970-642-4953; email jlovelac@blm.gov.

Individuals in the United States who are deaf, deafblind, hard of hearing, or have a speech disability may dial 711 (TTY, TDD, or TeleBraille) to access telecommunications relay services. Individuals outside the United States should use the relay services offered within their country to make international calls to the point-of-contact in the United States.

SUPPLEMENTARY INFORMATION:

- I. Public Comment Procedures
- II. Background
- III. Discussion
- IV. Procedural Matters
- V. Proposed Supplementary Rule

I. Public Comment Procedures

Written comments on the proposed supplementary rule should be specific, confined to issues pertinent to the proposed supplementary rule, and should explain the reason for any recommended change. Where possible, comments should reference the specific section or paragraph of the proposed supplementary rule. In developing the final supplementary rule, the BLM is not obligated to consider or include in the administrative record comments received after the close of the comment period unless postmarked or electronically dated before the deadline (see **DATES**) or comments delivered to an address or email other than those identified in **ADDRESSES**.

Comments, including names, street addresses, and other contact information of respondents, will be available for public review at the TRFO and at the Gunnison Field Office (GFO) addresses (see **ADDRESSES**) during regular business hours Monday through Friday, except Federal holidays. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may

be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee we will be able to do so.

II. Background

In 2015, the TRFO approved an RMP to replace portions of the San Juan/San Miguel RMP that are within the jurisdiction of the TRFO (previously known as the San Juan Resource Area). The RMP and Record of Decision provided direction on how the BLM would manage public lands in Archuleta, La Plata, Montezuma, Dolores, San Miguel, Montrose, Gunnison, San Juan, Ouray, and Hinsdale Counties, Colorado, except for public lands within the Canyon of the Ancients National Monument, which is managed under a separate RMP approved in 2010. The TRFO RMP includes the Dolores River CMP and Alpine Triangle RAMP, which were approved in 1990 and 2010, respectively. During the public planning and EIS processes for the TRFO RMP, the BLM identified the need to establish a supplementary rule to provide for visitor health and safety and to protect cultural, wildlife, and natural resources on public lands managed by the BLM.

When the BLM adopted the TRFO RMP, the plan included BLM-managed lands now under the jurisdiction of the GFO due to changes in the TRFO and GFO boundaries. Neither the TRFO RMP nor the GFO RMP have been updated to reflect these changes; thus the proposed supplementary rule would also apply to BLM-managed lands now administered by the GFO in parts of Hinsdale, San Juan, and Ouray Counties.

Over the past 10 years, the BLM has recorded increases in visitation numbers and subsequent pressures in Special Recreation Management Areas (SRMAs), critical winter wildlife habitat areas, and to archaeological sites throughout the GFO and TRFO. To address the increasing concerns, the BLM is renewing its efforts to adopt a supplementary rule to implement the decisions in the five management plans to protect visitor health and safety and prevent natural and cultural resource degradation.

Several sections of the proposed rule would implement decisions spanning all public lands managed by the BLM in the TRFO and GFO. Other sections would apply only to specific types of BLM-managed lands, such as SRMAs or critical winter wildlife habitat areas experiencing the most intense visitation. The proposed rule would only address