

comments submitted through <http://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at http://www.faa.gov/airports/airtraffic/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 Office (see the **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays. 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, Georgia 30337.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, to request a copy of Advisory circular No. 11-2A, Notice of Proposed Rulemaking distribution System, which describes the application procedure.

The Proposal

The FAA is considering an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish Class E airspace at Forest, VA providing the controlled airspace required to support the new RNAV GPS standard instrument approach procedures for New London Airport. Controlled airspace extending upward from 700 feet above the surface is required for the safety and management of IFR operations.

Class E airspace designations are published in Paragraph 6005 of FAA order 7400.9U, dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

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,

would not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This proposed 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 airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This proposed regulation is within the scope of that authority as it would establish Class E airspace at New London Airport, Forest, VA.

Lists 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 part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, effective September 15, 2010, is amended as follows:

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

* * * * *

AEA VA E5 Forest, VA [New]

New London Airport
(Lat. 37°16'19"N., long. 79°20'10"W.)

That airspace extending upward from 700 feet above the surface within a 8.4-mile radius of New London Airport and within 2 miles either side of the 347° bearing from the airport extending from the 8.4-mile radius to 12.1 miles northwest of the airport.

Issued in College Park, Georgia on May 26, 2011.

Mark D. Ward,

Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2011-14588 Filed 6-10-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 110

[Docket No. USCG-2011-0348]

RIN 1625-AA01

Anchorage; Change to Cottonwood Island Anchorage, Columbia River, Oregon and Washington

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to increase the size of the Cottonwood Island Anchorage on the Columbia River. The change is necessary to help ensure that there is sufficient space to accommodate vessels needing to anchor at the anchorage and will do so by expanding the area available for anchoring.

DATES: Comments and related material must be received by the Coast Guard on or before July 13, 2011.

ADDRESSES: You may submit comments identified by docket number USCG-2011-0348 using any one of the following methods:

(1) *Federal eRulemaking Portal:* <http://www.regulations.gov>.

(2) *Fax:* 202-493-2251.

(3) *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.

(4) *Hand delivery:* Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

To avoid duplication, please use only one of these four methods. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call or e-mail MST1 Jaime Sayers, Waterways Management Branch, Coast Guard Sector Columbia River; telephone

503-240-9319, e-mail Jaime.A.Sayers@uscg.mil. If you have questions on viewing or submitting material to the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Participation and Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related materials. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided.

Submitting Comments

If you submit a comment, please include the docket number for this rulemaking (USCG-2011-0348), indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. You may submit your comments and material online (via <http://www.regulations.gov>) or by fax, mail, or hand delivery, but please use only one of these means. If you submit a comment online via <http://www.regulations.gov>, it will be considered received by the Coast Guard when you successfully transmit the comment. If you fax, hand deliver, or mail your comment, it will be considered as having been received by the Coast Guard when it is received at the Docket Management Facility. We recommend that you include your name and a mailing address, an e-mail address, or a telephone number in the body of your document so that we can contact you if we have questions regarding your submission.

To submit your comment online, go to <http://www.regulations.gov> and click on the "submit a comment" box. In the "Document Type" drop down menu select "Proposed Rule" and insert "USCG-2011-0348" in the "Keyword" box. Click "Search" and then click on the balloon shape in the "Actions" column. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. If you submit comments by mail and would like to know that they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period and may change the rule based on your comments.

Viewing Comments and Documents

To view comments, as well as documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, click on the "read comments" box, which will then become highlighted in blue. In the "Keyword" box insert "USCG-2011-0348" and click "Search." Click the "Open Docket Folder" in the "Actions" column. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. We have an agreement with the Department of Transportation to use the Docket Management Facility.

Privacy Act

Anyone can search the electronic form of comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review a Privacy Act notice regarding our public dockets in the January 17, 2008, issue of the **Federal Register** (73 FR 3316).

Public Meeting

We do not now plan to hold a public meeting. But you may submit a request for one using one of the four methods specified under **ADDRESSES**. Please explain why you believe a public meeting would be beneficial. If we determine that one would aid this rulemaking, we will hold one at a time and place announced by a later notice in the **Federal Register**.

Basis and Purpose

Based on current usage and forecasted growth in shipping on the Columbia River, the Captain of the Port Columbia River believes that the Cottonwood Island Anchorage's size is insufficient as currently established. This rule would increase the size of the Cottonwood Island Anchorage on the Columbia River to help ensure that there is sufficient space to accommodate vessels needing to anchor at the anchorage.

Discussion of Proposed Rule

This proposed rule would extend the east side of the existing Cottonwood Island Anchorage by approximately one mile. The new anchorage would encompass all waters of the Columbia River enclosed by a line beginning west-southwest of Longview, WA at latitude 46° 05' 56.83" N longitude 122° 56' 53.22" W; thence continuing easterly to latitude 46° 05' 14.02" N longitude 122°

54' 45.75" W; thence continuing east-southeasterly to latitude 46° 04' 57.08" N longitude 122° 54' 12.46" W; thence continuing southeasterly to latitude 46° 04' 37.26" N longitude 122° 53' 45.50" W; thence continuing south-southeasterly to latitude 46° 04' 13.70" N longitude 122° 53' 23.72" W; thence continuing south-southeasterly to latitude 46° 03' 54.92" N longitude 122° 53' 11.88" W; thence continuing south-southeasterly to latitude 46° 03' 34.95" N longitude 122° 53' 03.24" W; thence continuing south-southeasterly to latitude 46° 03' 11.60" N longitude 122° 52' 56.36" W; thence continuing southerly to latitude 46° 02' 27.30" N longitude 122° 52' 52.05" W; thence continuing westerly to latitude 46° 02' 26.90" N longitude 122° 53' 00.47" W; thence continuing northerly to latitude 46° 03' 00.78" N longitude 122° 53' 05.89" W; thence continuing north-northwesterly to latitude 46° 03' 32.06" N longitude 122° 53' 19.68" W; thence continuing north-northwesterly to latitude 46° 03' 50.84" N longitude 122° 53' 27.81" W; thence continuing north-northwesterly to latitude 46° 04' 08.10" N longitude 122° 53' 38.70" W; thence continuing north-northwesterly to latitude 46° 04' 29.41" N longitude 122° 53' 58.17" W; thence continuing north-northwesterly to latitude 46° 04' 49.89" N longitude 122° 54' 21.57" W; thence continuing northwesterly to latitude 46° 05' 06.95" N longitude 122° 54' 50.65" W; thence continuing northwesterly to latitude 46° 05' 49.77" N longitude 122° 56' 58.12" W; thence continuing north-northeasterly to the beginning point at latitude 46° 05' 56.83" N longitude 122° 56' 53.22" W.

The previously existing anchorage ends and the new extended portion of the anchorage proceeds southerly from the points at latitude 46° 03' 34.95" N longitude 122° 53' 03.24" W and latitude 46° 03' 32.06" N and longitude 122° 53' 19.68" W.

Geographically this amendment would extend the current anchorage from the east end of Cottonwood Island in the vicinity of the spoil area to approximately the Kalama North dock and the previous site of the Trojan plant.

This anchorage location was chosen because it is a central anchorage for vessels coming both upriver and downriver. It would allow vessels a safe place to stop in the event they can no longer transit the river due to weather conditions or safety conditions. This area of the river also has a naturally occurring deep water section that is adjacent to the existing anchorage that allows for the safe anchoring of deep draft vessels.

Regulatory Analyses

We developed this proposed rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes or executive orders.

Executive Order 12866 and Executive Order 13563

This proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, as supplemented by Executive Order 13563, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. The proposed rule is not significant because the modification of an existing anchorage would not have any significant costs or impacts on maritime activities associated with it.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we have considered whether this proposed rule would have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities. This rule may affect the following entities some of which may be small entities: the owners or operators of vessels wishing to anchor in or transit the anchorage established by this rule. The rule would not have a significant economic impact on a substantial number of small entities because vessels will still be able to use this area of the river. As is the case under the existing regulation, small vessels in the anchorage would be required to move while vessels are entering and/or exiting the anchorage to ensure safety of the smaller vessel. Vessels would be able to use the anchorage while deep draft vessels are at anchor as long as they maintain a safe distance from the vessels and do not pose a threat to the large vessel or their own vessel.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see

ADDRESSES) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the Waterways Management Branch, Coast Guard Sector Columbia River Oregon, telephone 503–240–9300. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this proposed rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This proposed rule would not cause a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This proposed rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this proposed rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this proposed rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a “significant energy action” under that order because it is not a “significant regulatory action” under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or

adopted by voluntary consensus standards bodies.

This proposed rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

Environment

We have analyzed this proposed rule under Department of Homeland Security Management Directive 023-01 and Commandant Instruction M16475.ID, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA)(42 U.S.C. 4321-4370f), and have made a preliminary determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. A preliminary environmental analysis checklist supporting this determination is available in the docket where indicated under **ADDRESSES**. This proposed rule involves increasing the size of an anchorage, which is categorically excluded, under Figure 2-1, paragraph 34(f) of the Instruction. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

List of Subjects in 33 CFR Part 110 Anchorage Grounds

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 110 as follows:

PART 110—ANCHORAGE REGULATIONS

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 1221 through 1236, 2030, 2035, 2071; 33 CFR 1.05-1; Department of Homeland Security Delegation No. 0170.1.

2. Revise § 110.228(a)(10) to read as follows:

§ 110.228 Columbia River, Oregon and Washington.

(a) * * *

(10) *Cottonwood Island Anchorage.* An area enclosed by a line beginning west-southwest of Longview, WA at latitude 46° 05' 56.83" N longitude 122° 56' 53.22" W; thence continuing easterly to latitude 46° 05' 14.02" N longitude 122° 54' 45.75" W; thence continuing east-southeasterly to latitude 46° 04' 57.08" N longitude 122° 54' 12.46" W; thence continuing southeasterly to latitude 46° 04' 37.26" N longitude 122° 53' 45.50" W; thence continuing south-southeasterly to latitude 46° 04' 13.70" N longitude 122° 53' 23.72" W; thence

continuing south southeasterly to latitude 46° 03' 54.92" N longitude 122° 53' 11.88" W; thence continuing south-southeasterly to latitude 46° 03' 34.95" N longitude 122° 53' 03.24" W; thence continuing south-southeasterly to latitude 46° 03' 11.60" N longitude 122° 52' 56.36" W; thence continuing southerly to latitude 46° 02' 27.30" N longitude 122° 52' 52.05" W; thence continuing westerly to latitude 46° 02' 26.90" N longitude 122° 53' 00.47" W; thence continuing northerly to latitude 46° 03' 00.78" N longitude 122° 53' 05.89" W; thence continuing north-northwesterly to latitude 46° 03' 32.06" N longitude 122° 53' 19.68" W; thence continuing north-northwesterly to latitude 46° 03' 50.84" N longitude 122° 53' 27.81" W; thence continuing north-northwesterly to latitude 46° 04' 08.10" N longitude 122° 53' 38.70" W; thence continuing north-northwesterly to latitude 46° 04' 29.41" N longitude 122° 53' 58.17" W; thence continuing north-northwesterly to latitude 46° 04' 49.89" N longitude 122° 54' 21.57" W; thence continuing northwesterly to latitude 46° 05' 56.83" N longitude 122° 56' 58.12" W; thence continuing north-northeasterly to the beginning point at latitude 46° 05' 56.83" N longitude 122° 56' 53.22" W.

* * * * *

Dated: May 11, 2011.

G.T. Blore,

Rear Admiral, U.S. Coast Guard Commander, Thirteenth Coast Guard District.

[FR Doc. 2011-14505 Filed 6-10-11; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 268 and 271

[EPA-HQ-RCRA-2008-0332; FRL-9318-3]

RIN 2050-AG65

Land Disposal Restrictions: Revision of the Treatment Standards for Carbamate Wastes

AGENCY: Environmental Protection Agency.

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA or the Agency) is proposing to revise the Land Disposal Restrictions (LDR) treatment standards for hazardous wastes from the production of carbamates and carbamate commercial chemical products, off-specification or manufacturing chemical

intermediates and container residues that become hazardous wastes when they are discarded or intended to be discarded. Currently, under the LDR program, most carbamate wastes must be treated to meet numeric concentration limits before they can be land disposed. However, the lack of readily available analytical standards makes it difficult to measure whether the numeric LDR concentration limits have been met. Therefore, we are proposing as an alternative the use of the best demonstrated available technologies (BDAT) for treating these wastes. In addition, this action proposes to remove the carbamate Regulated Constituents from the table of Universal Treatment Standards.

DATES: Written comments must be received by July 13, 2011.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-HQ-RCRA-2008-0332, by one of the following methods:

- <http://www.regulations.gov>: Follow the on-line instructions for submitting comments.

- *E-mail:* rcra-docket@epa.gov and jackson.mary@epa.gov. Attention Docket ID No. EPA-HQ-RCRA-2008-0332.

- *Fax:* 202-566-9744. Attention Docket ID No. EPA-HQ-RCRA-2008-0332.

- *Mail:* RCRA Docket (28221T), U.S. Environmental Protection Agency, 1200 Pennsylvania Avenue, NW., Washington, DC 20460. Attention Docket ID No. EPA-HQ-RCRA-2008-0332. Please include a total of 2 copies.

- *Hand Delivery:* Please deliver 2 copies to the EPA Docket Center (EPA/DC), EPA West, Room 3334, 1301 Constitution Ave., NW., Washington, DC. Such deliveries are only accepted during the Docket's normal hours of operation, and special arrangements should be made for deliveries of boxed information.

Instructions: Direct your comments to Docket ID No. EPA-HQ-RCRA-2008-0332. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at <http://www.regulations.gov>, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through www.regulations.gov or e-mail. The <http://www.regulations.gov> Web site is an "anonymous access" system, which