

DEPARTMENT OF THE INTERIOR**Fish and Wildlife Service****50 CFR Part 20**

[Docket No. FWS-HQ-MB-2024-0127;
FXMB1231099BPP0-256-FF09M32000]

RIN 1018-BH65

Migratory Bird Hunting; Final 2025–26 Frameworks for Migratory Bird Hunting Regulations

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Final rule.

SUMMARY: The U.S. Fish and Wildlife Service (Service or we) is establishing the final frameworks from which States may select season dates, limits, and other options for the 2025–26 migratory game bird hunting season. We annually prescribe limits (which we call frameworks) within which States may select hunting seasons. Frameworks specify the outside dates, season lengths, shooting hours, bag and possession limits, and areas where migratory game bird hunting may occur. These frameworks are necessary to allow State selections of seasons and limits and to allow harvest at levels compatible with migratory game bird population status and habitat conditions. Migratory game bird hunting seasons provide opportunities for recreation and sustenance, and aid Federal, State, and Tribal governments in the management of migratory game birds.

DATES: This rule takes effect on August 18, 2025.

ADDRESSES: States should send their season selections to: Chief, Division of Migratory Bird Management, U.S. Fish and Wildlife Service, MS: MB, 5275 Leesburg Pike, Falls Church, VA 22041–3803. You may inspect comments received on the migratory bird hunting regulations at <https://www.regulations.gov> at Docket No. FWS-HQ-MB-2024-0127. You may obtain copies of referenced reports from the street address above, or from the Division of Migratory Bird Management's website at <https://www.fws.gov/project/migratory-birds>, or at <https://www.regulations.gov> at Docket No. FWS-HQ-MB-2024-0127.

FOR FURTHER INFORMATION CONTACT: Jerome Ford, U.S. Fish and Wildlife Service, Department of the Interior, (703) 358–2606. 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:**Process for Establishing Annual Migratory Game Bird Hunting Regulations**

The process for promulgating annual regulations for the hunting of migratory game birds involves the publication of a series of proposed and final rulemaking documents. We provided a detailed overview of the current process in the August 3, 2017, **Federal Register** (82 FR 36308). This final rule is the third in a series of proposed and final rules that establish regulations for the 2025–26 migratory game bird hunting season in title 50 of the Code of Federal Regulations (CFR).

On January 21, 2025, we published in the **Federal Register** (90 FR 7056) a proposal to amend 50 CFR part 20. The proposal provided a background and overview of the migratory bird hunting regulations process, and addressed the establishment of seasons, limits, and other regulations for hunting migratory game birds under §§ 20.101 through 20.107, 20.109, and 20.110 of subpart K. Major steps in the regulations development process for the 2025–26 hunting season relating to open public meetings and **Federal Register** notifications were illustrated in the diagram at the end of the January 21, 2025, proposed rule.

Further, in the January 21, 2025, proposed rule (90 FR 7056) we explained that sections of subsequent documents outlining hunting frameworks and guidelines would be organized under numbered headings, which were set forth in that proposed rule. This document refers only to numbered items requiring attention and omits those items not requiring attention. Therefore, the numbered items are discontinuous, and the list appears incomplete.

The January 21, 2025, proposed rule provided detailed information on the proposed 2025–26 regulatory schedule. We provided the meeting dates and locations for the Service's Migratory Bird Regulations Committee (SRC) on our website at <https://www.fws.gov/event/us-fish-and-wildlife-service-migratory-bird-regulations-committee-meeting> and Flyway Council meetings on Flyway calendars posted on our website at <https://www.fws.gov/partner/migratory-bird-program-administrative-flyways>. The SRC conducted an open meeting with the Flyway Council

Consultants on May 17, 2024, to discuss preliminary issues for the 2025–26 regulations, and on November 19, 2024, to review information on the current status of migratory game birds and develop recommendations for the 2025–26 regulations for these species.

On April 24, 2025, we published in the **Federal Register** (90 FR 17300) the proposed regulatory frameworks for the 2025–26 migratory game bird hunting season. We have considered all pertinent comments received, which includes comments submitted in response to our January 21, 2025, and April 24, 2025, proposed rulemaking documents and comments from the May and November SRC meetings. This document establishes final regulatory frameworks for the 2025–26 migratory game bird hunting season and includes no substantive changes from the April 24, 2025, proposed rule. We will publish State season selections in the **Federal Register** as amendments to §§ 20.101 through 20.107 and 20.109 of title 50 CFR part 20.

Population Status and Harvest

Each year, we publish reports that provide detailed information on the status and harvest of certain migratory game bird species and details of our adaptive harvest management decision framework assessments. These reports contain descriptions of species population segments referenced in status assessments. These reports are available at the address indicated under **FOR FURTHER INFORMATION CONTACT** or from our website at <https://www.fws.gov/library/collections/population-status>, <https://www.fws.gov/library/collections/migratory-bird-hunting-activity-and-harvest-reports>, and <https://www.fws.gov/project/adaptive-harvest-management>.

We used the following annual reports published in August 2024 in the development of these regulatory frameworks for the migratory bird hunting season. These reports can be found on our website at the above hyperlinks.

- Adaptive Harvest Management, 2025 Hunting Season;
- American Woodcock Population Status, 2024;
- Band-tailed Pigeon Population Status, 2024;
- Migratory Bird Hunting Activity and Harvest During the 2022–23 and 2023–24 Hunting Seasons;
- Mourning Dove Population Status, 2024;
- Status and Harvests of Sandhill Cranes, Mid-continent, Rocky Mountain, Lower Colorado River Valley and Eastern Populations, 2024; and

- Waterfowl Population Status, 2024.

Our long-term objectives continue to include providing opportunities to harvest portions of certain migratory game bird populations and to limit harvests to levels compatible with each population's ability to maintain healthy, viable numbers. Migratory game bird hunting seasons provide opportunities for recreation and sustenance, and aid Federal, State, and Tribal governments in the management of migratory game birds. Having taken into account the zones of temperature and the distribution, abundance, economic value, breeding habits, and times and lines of flight of migratory birds, we conclude that the final hunting seasons provided for herein are compatible with the current status of migratory bird populations and long-term population goals. Additionally, we are obligated to, and do, give serious consideration to all information received during the public comment period.

Summary of Public Comments and Response

The preliminary proposed rulemaking, which appeared in the January 21, 2025, **Federal Register**, opened the public comment period for migratory game bird hunting regulations for the 2025–26 hunting season. We subsequently published in the **Federal Register** the proposed regulatory frameworks (Federal limits) for the 2025–26 migratory game bird hunting season on April 24, 2025, which also included a request for public comments. We indicated in both rulemaking documents that we would summarize the comments received and publish responses to all pertinent written comments when we developed these final frameworks for the 2025–26 season.

We received a total of 56 unique (plus 3 duplicate and 2 unrelated to the proposed rule) written comments from individuals and organizations on the proposed rules, which contained 101 individual substantive comments. We received 16 comments providing general support for all or some of the provisions of this rulemaking. Due to the number of comments, this summary presents major themes (issues) occurring throughout the comments. We grouped and discussed comments of a similar nature under the issue headings identified below. Although we considered several comments to be outside the scope of this rulemaking, we summarize these and respond for completeness unless the comment scope was outside of migratory game bird hunting in the United States. In addition, we considered and

incorporated, as appropriate, into the final rule all relevant information obtained through the public comment periods.

Hunting and the Regulation Development Process in General

Issue: Opposed to the killing of migratory game birds, and distrust in the data on which the migratory bird hunting regulations are based and the hunting regulations development process.

Response: As we indicated above under Population Status and Harvest, our long-term objectives continue to include providing opportunities to harvest portions of certain migratory game bird populations and to limit harvests to levels compatible with each population's ability to maintain healthy, viable numbers. Sustaining migratory bird populations and ensuring a variety of sustainable uses, including harvest, is consistent with the guiding principles by which migratory birds are to be managed under the conventions between the United States and several foreign nations for the protection and management of these birds. The conventions form the basis of the Migratory Bird Treaty Act (MBTA, 16 U.S.C. 703–12). We have taken into account available information and considered the public comments, and we continue to conclude that the hunting seasons provided for herein are compatible with the current status of migratory bird populations and long-term population goals.

The data we use to evaluate migratory game bird status are based on an extensive portfolio of State and Federal cooperative monitoring programs. These monitoring programs involve species-specific surveys based on statistical designs that allow for defensible and unbiased inference to the migratory bird populations of interest. We also consider any other applicable information that may be available from other monitoring programs including climate data and remote sensing data to evaluate habitat conditions. We continuously work with our partners and university academicians to review our monitoring programs and improve survey reliability and efficiency. Most all our monitoring programs have undergone multiple reviews, and we have made changes to our surveys as appropriate to account for new information and developing technologies. Above, under Population Status and Harvest, we have identified reports that provide detailed information on our cooperative monitoring programs and the status and harvest of certain migratory game bird

species. As always, we continue to seek new information and improve the reliability and efficiency of our monitoring programs.

Regarding the regulations process, the Flyway Council system of migratory bird management has been a longstanding example of successful State–Federal cooperative management since its establishment in 1952. The Service and States have similar legal mandates for migratory bird conservation. Thus, the Service and States collaborate through the Flyway Council system to most effectively achieve mutual objectives for migratory bird conservation including the development of cooperative migratory bird population and habitat monitoring programs and in regulation development. The regulations development process is open to public observation and review. However, as always, we continue to seek new ways to streamline and improve the process and ensure adequate conservation of migratory birds.

Specifically, the Service's Migratory Bird Regulations Committee (SRC) is responsible for considering recommendations from the Service and Flyway Councils and recommending changes to decision frameworks and Federal limits for migratory game bird hunting. The SRC recommendations are provided to the Service Director and are subsequently considered by the Assistant Secretary for Fish and Wildlife and Parks acting on behalf of the Secretary of the Department of the Interior. Those recommendations are published in the **Federal Register** for public comment. Consistent with Federal regulations at 50 CFR 20.153–20.155, SRC meetings may be attended by any person outside the Department of the Interior. Notices of these meetings are published on the Service's Migratory Bird Program website at least 2 weeks before the meeting. These meetings are open to the public for observation, and the public may submit written comments to the Service's Migratory Bird Program. Minutes of the proceedings are maintained for each meeting of the SRC for which notice is published. A public file is established for each rulemaking containing written comments and other significant written and oral communications which occur after the notice of proposed rulemaking. The public file includes copies of or references to any other significant data or information.

Additionally, notice of each Flyway Council meeting to be attended by any Department of the Interior official is announced on the Service's Migratory Bird Program website at least 2 weeks

before the meeting or as soon as practicable after the Department of the Interior learns of the meeting. The notices state the time, place, and general subject(s) of the meeting.

Federal Limits for Duck Hunting

Issue: Based on personal observations of current duck population and habitat status, the recommended duck hunting season lengths and female mallard restrictions from the adaptive harvest management (AHM) decision frameworks appear too liberal.

Response: In our January 21, 2025, preliminary rule, we state that we will continue to use AHM to make informed and objective decisions about appropriate duck-hunting regulations (90 FR 7056 at 7061). AHM is a tool that permits sound resource decisions in the face of uncertain regulatory impacts and provides a mechanism for reducing that uncertainty over time. We use an AHM decision framework to evaluate four regulatory alternatives, each with a different expected harvest level, and choose the optimal regulation for duck hunting based on the status and demographics of specific populations of ducks, including those of special concern. By annually comparing predicted vs. observed abundance and harvest, we update model weights and parameters and incorporate this new information to improve our understanding of the dynamics of managed populations. The process is optimal in that each year it provides the regulatory choice necessary to maximize management performance. It is also adaptive in that the decision framework evolves to account for new information.

All the AHM decision frameworks used to determine appropriate duck hunting regulations have been peer reviewed, vetted through the Service and Flyway Councils via their collaborative Harvest Management Working Group, and published in the **Federal Register** as proposed and final rulemakings. These rulemakings involved a public comment period (see, for example, the recently adopted AHM decision framework to guide pintail harvest management decisions in our April 24, 2025, proposed rule). We have already addressed any comments we received when these were developed and proposed for use. We continue to review these decision frameworks and look for ways to improve them in collaboration with the Flyway Councils. However, since adoption of each specific decision framework, we have not received any comments that have identified a flaw in the technical underpinnings. The benefit of AHM is that we can continue to make defensible

informed and objective decisions in the face of bird demographic uncertainty with a process that enables learning while doing. We have specified our management objectives, predictive models, measures of model weights, model parameter estimates with credibility intervals, and the set of regulatory alternatives for each AHM decision framework.

Female-specific duck bag limits currently only exist for mallards where hunters may generally discern males and females by plumage characteristics during most of the hunting season. Female mallard restrictions have existed in Federal regulations since at least the 1970s (see, for example, the migratory game bird hunting regulations for the 1976–77 hunting season published in the **Federal Register** on September 7, 1976, 41 FR 37582). However, there are no data that indicates the necessity or benefit of these restrictions in increasing survival or reproduction rates at the population level for mallards or in comparison to other duck populations without sex-specific regulations. Though it might seem counterintuitive, research and scientific modeling in development of the pintail harvest strategy show that restricting the harvest of female pintails would not meaningfully affect the subsequent breeding population. Furthermore, an underlying objective of hunting regulations is to minimize their complexity and ensure that hunters can reasonably comply with them. Sex-specific duck bag limits complicate hunting regulations and places a burden on hunters that may have difficulty identifying gender for some species of ducks in certain hunting situations. However, hunters may use voluntary restraint in choosing duck species and genders to harvest within overall duck bag limits.

Clarity of AHM Decision Criteria

Issue: The proposed framework mentions selecting “the optimal regulation” based on terms such as “maximum long-term sustainable harvest” and “98 percent of maximum sustainable harvest,” but it does not provide explicit thresholds, methodologies, or weightings that underlie these AHM decisions.

Response: We understand the concern and will make every effort to better reference the reports for this additional information that is too great in volume to provide in the rulemaking documents. In the proposed and final framework rules, we list the annual reports in the development of these regulatory frameworks for the migratory bird hunting season (see above under

Population Status and Harvest). One of the referenced reports is the Adaptive Harvest Management, 2025 Hunting Season (<https://www.fws.gov/media/adaptive-harvest-management-2025-hunting-season>). This report contains a detailed accounting of the objectives, assessments, model weights and parameters, and resultant optimal harvest management policies. These optimal policies are then used with current bird abundance and habitat information to make informed and objective decisions. Review of the supporting AHM report should make clear the current optimal harvest management policies and state of the resource information that we used to arrive at decisions for the season frameworks for the upcoming duck hunting season.

State-Specific Hunting Seasons

Issue: Individual preference for more restrictive season length and bag limit or specific dates for the duck season in a State where they hunt based on local experience and observations.

Response: The Service annually develops migratory game bird hunting regulations by establishing the frameworks, or limits, for season dates, season lengths, shooting hours, bag and possession limits, and areas where migratory game bird hunting may occur. These frameworks are necessary to allow harvest at levels compatible with migratory game bird population status and habitat conditions. After the frameworks are established, States may select migratory game bird hunting seasons within the frameworks. States may always be more conservative in their selections than the frameworks, but never more liberal. The annual process of developing migratory game bird hunting regulations concludes when we establish the State season selections as Federal regulations under 50 CFR part 20, subpart K.

States have their own process for determining their season selections provided to the Service for publication as a Federal regulation and for promulgating their own migratory game bird hunting regulations. States undoubtedly make every effort to consider the timing and distribution of migratory game bird abundance in their State and to consider the varied preferences of their constituents to provide the greatest hunting opportunity and experience. Those wishing to provide input on State-specific migratory game bird management and hunting regulations are encouraged to contact their State wildlife agency to learn more about the opportunities for public input.

Lastly, we note that the Federal limits are based on an assessment of available demographic and habitat data at the migratory game bird population level. The timing of bird migration and distribution across State and local areas can vary widely depending on a number of factors including weather patterns, water distribution, temperature, habitat availability, hunting pressure, and a number of other factors outside of our control. These factors can have a substantial influence on the number of birds that hunters may see during an outing and the quality of the hunting experience.

Youth and Veterans—Active Military Waterfowl Hunting Days

Issue: Women should be allowed to hunt during these special waterfowl hunting days to increase female participation in hunting.

Response: Females are currently allowed to hunt during the special youth and veterans—active military waterfowl hunting days, so long as they meet the other qualifications for group membership and may be a non-hunting participant. The Service established special youth hunting days in 1996 (61 FR 49232 at 49234, September 18, 1996). The stated purpose was to introduce youth to the concepts of ethical utilization and stewardship of waterfowl and other natural resources, encourage youngsters and adults to experience the outdoors together, and contribute toward the long-term conservation of the migratory bird resource (61 FR 30490 at 30491, June 14, 1996). The Service's intent was not to recruit youth hunters, but to provide the best and safest learning environment for our youth who are interested in hunting (61 FR 49232, September 18, 1996; and 63 FR 38707, July 17, 1998).

The John D. Dingell, Jr. Conservation, Management, and Recreation Act (Act), signed into law on March 12, 2019 (Pub. L. 116–9), amended the MBTA to codify the Service's existing 2 youth waterfowl hunting days and 2 additional hunting days for veterans and active military personnel. Thus, as directed by Congress in the Act, we have adopted the inclusion of the 2 additional days for veterans and active military personnel into the frameworks since the 2019–20 hunting season. The purpose of the special waterfowl hunting days for veterans and active military personnel is not explicit in the Act but is assumably to honor these individuals rather than recruit a specific group of hunters.

Many States have programs to increase the recruitment, retention, and reactivation (R3) of participants in hunting and shooting sports. States

could designate any of their regular duck season days as open to only a certain group of hunters for the benefit of their R3 efforts. However, we note that any hunting days that exclude certain hunters reduces opportunity for those individuals, particularly when the Federal frameworks already allow a general duck season length of 107 days, the maximum allowed by the MBTA for any species.

Economic Analysis for Migratory Game Bird Hunting

Issue: Economics is driving the regulatory decisions rather than biology, the data used (2011 and 2016 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation) are outdated. The many other values (culture and tradition, social, environmental connection, conservation support) of migratory game bird hunting should be addressed.

Response: The Service establishes annual regulations governing migratory game bird hunting based entirely on current biological data, our legal mandate under the MBTA for long-term sustainability, and our objectives for providing hunting opportunities. The annual regulations include open seasons, daily bag and possession limits, shooting hours, areas where hunting may occur, and other restrictions. These annual regulations ensure that harvest occurs at levels compatible with migratory game bird population demographics, including production and survival, which vary in space and time with habitat conditions.

Our long-term objectives continue to include providing opportunities to harvest portions of certain migratory game bird populations and to limit harvests to levels compatible with each population's ability to maintain healthy, viable numbers. The Service's goals and objectives for migratory game bird harvest management are specified in a 2013 supplemental environmental impact statement (78 FR 32686, May 31, 2013) and the March 13, 1987, proposed rule (52 FR 7900). Migratory game bird hunting seasons provide opportunities for recreation and sustenance, and aid Federal, State, and Tribal governments in the management of migratory game birds.

Annually, the Service conducts formal assessments of monitoring data on migratory game bird status and harvest to determine the biologically appropriate hunting regulations for the upcoming hunting season and in consultation with the four Flyway Councils. We publish reports that provide detailed information on the status and harvest of certain migratory

game bird species and the AHM assessments that explicitly review the biological data, objectives for harvest management, and the expected harvests and population level impacts under each regulatory alternative we considered. We choose the optimal regulation for duck hunting based on the status and demographics of these birds and objectives for long-term conservation and harvest opportunity.

The resultant economic effects that are generated by migratory bird hunting are substantial, estimated at about \$2.7 billion in associated economic activity (see below under Required Determinations, *Regulatory Flexibility Act*), and generate substantial resources for migratory bird management and habitat conservation. However, the economic benefits have no bearing on the selection of appropriate annual hunting regulations. We conduct an economic analysis each year to comply with Executive Order (E.O.) 12866 and the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) to ensure that the annual hunting regulations minimize negative economic impacts on small business entities, such as restaurants, grocery stores, lodging, transportation, and sporting goods stores. Opening the migratory game bird hunting season annually generates economic activity for small businesses that would otherwise not be possible.

Regarding the data used in the economic analysis, we used the data most currently available. Due to rising costs, the 2022 Survey focused on high-level, national data only and did not collect detailed migratory bird hunter expenditure data as was done in previous surveys completed about every 5 years (U.S. Department of Interior 2022). Therefore, we used the 2016 Survey's migratory bird hunter expenditure data inflation adjusted to 2024 dollars. We continue to search for consistent, reliable, national expenditure data for migratory bird hunters.

We agree that hunters derive benefits from hunting, including harvesting game birds, being outdoors, and appreciating their environment. We address these benefits within the consumer surplus analysis conducted as part of our economic analysis. We also recognize that all people may derive benefits from abundant, self-sustaining migratory game bird populations and healthy habitats, and that support for conservation depends on hunters and non-hunters alike. The connection between people, abundant game birds, and healthy habitats is the focus of the North American Waterfowl Management Plan. However, it is beyond the scope of

our economic analysis for this rulemaking to evaluate how hunting regulations affect income and support for conservation efforts. Hunting regulations are developed based on objectives for abundant self-sustaining game bird populations and harvest opportunity, and in consideration of hunter preferences based on available human dimensions information.

Two-Tier Hunting Regulations Pilot Study

Issue: Hunters may not be able to comply with bag limits with the relaxation of hunter requirements to identify duck species, and these regulations are not needed as data indicate active hunter numbers are increasing or stable for many migratory game bird species.

Response: In 2020, we authorized a request from the Central Flyway Council for a 4-year pilot study on a two-tier duck hunting regulatory system in South Dakota and Nebraska. The intent of the two-tier regulation study is to evaluate whether regulations that relax the requirement for hunters to identify duck species can improve active duck hunter participation, which is demonstrated to be declining in most States. We anticipate minimal impacts from the pilot study to species of special concern because the two-tier system applies only under the liberal or moderate regulatory alternatives for the general duck season and there is a reduced bag limit for the hunters participating in the tier with relaxed requirements to identify duck species. Also, hunters in South Dakota and Nebraska do not generally harvest many duck species of special concern, and those species have bag limits that are more restrictive than the general duck season bag limit. We will not expand this two-tier regulatory system to other States or migratory game bird species groups until completion of a final report and evaluation of the pilot study, which includes analysis of species of special concern. The pilot study report is due to the Service by September 2025. Any proposed continuation or expansion of the two-tier regulation study will be published in the **Federal Register** to allow for public review and comment.

Zones and Split Season Guidelines for Ducks and Doves

Issue: Zones and split seasons increase hunting exposure days and are not biologically sustainable.

Response: The Service has allowed the use of zones to provide equitable distribution of duck and dove hunting opportunities within a State or region since 1942 at the request of the Flyway

Councils. In 1978 and 2011, we prepared environmental assessments on the use of zones to set duck hunting regulations. The Service has been clear that the intent is not to increase total annual harvest in the zoned areas; harvest levels are to be adjusted downward if they exceed traditional levels because of zoning. However, we acknowledge that use of zones and splits may increase migratory game birds to more hunting exposure days, and evaluating harvest and other impacts on migratory game bird demographics may be exceedingly difficult to estimate without a statistical study design.

In 1991, the Service developed guidelines to provide a framework for controlling the proliferation of zones and split seasons in duck and dove hunting. The guidelines identify a limited number of zone and split-season configurations that could be used for duck and dove hunting and restricted the frequency of changes in State selection among these configurations to the beginning of 5-year intervals. The guidelines were established in part to facilitate evaluation of the biological impacts from use of zones and split seasons. Any negative impacts to duck and dove population abundance from use of zones and split seasons as allowed in our guidelines would be accounted for in our annual process to monitor game bird population status and determine appropriate hunting regulations to ensure long-term population conservation and hunting opportunities, for example, the possibility of establishing more frequent restrictive seasons.

In 2011 and 2021, when we last added additional zones and split-seasons configurations at the request of the Flyway Councils, we required States to conduct an evaluation of impacts to hunter dynamics and harvest to evaluate the costs and benefits of additional configurations. We look forward to receiving the evaluation reports by September 2026 from States that selected the new zones and split-seasons configuration that we added in 2020. In the January 21, 2025, proposed rule (90 FR 7056), we proposed to adopt the same zones and split-season guidelines and configurations for duck hunting as we used for the 2021–25 seasons with no changes or expansion. We note that long-term trends for applicable ducks and doves have been sustainable.

Basic Hunting Regulations

Issue: Basic hunting regulations are either too liberal (allowing for the use of electronic spinning wing and other

motion decoys, baiting and allowance of intentionally flooded standing crops, and captive mallard release) or restrictive (possession limits) and need review considering current agricultural practices, hunting techniques, and technologies.

Response: This rulemaking is specific to annual regulations for migratory game bird hunting, which include open seasons, daily bag and possession limits, shooting hours, areas where hunting may occur, and other restrictions. These annual regulations ensure that harvest occurs at levels compatible with migratory game bird population demographics, including production and survival, which vary in space and time with habitat conditions. We are not proposing any changes to the basic hunting regulations governing the hunting of migratory birds, which generally do not change based on the status of populations and environmental conditions. Basic regulations include hunting methods.

We acknowledge that we have received an increasing number of inquiries about basic hunting methods in light of advancing technologies, for example, legality of air guns, electronic motion decoys, and artificial baits, as well as comments on related issues including wanton waste and termination of possession. We have been working with the Department of Interior's Office of Law Enforcement to consider the timing and scope of this undertaking. Any such rulemaking effort will begin with an advance notice of proposed rulemaking published in the **Federal Register** to solicit public input on the issues.

National Environmental Policy Act (NEPA)

Issue: NEPA consideration was not adequate, particularly on habitat degradation and broader ecosystem impacts.

Response: As we state below under Required Determinations, the Service has complied with NEPA for this rulemaking via the programmatic document, Second Final Supplemental Environmental Impact Statement: Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds (2013 SEIS; EIS No. 20130139), filed with the Environmental Protection Agency (EPA) on May 24, 2013. The 2013 SEIS addresses NEPA compliance by the Service for issuance of the annual framework regulations for hunting of migratory game bird species. We published a notice of availability for the 2013 SEIS in the **Federal Register** on May 31, 2013 (78 FR 32686) and our record of decision on July 26, 2013 (78

FR 45376). We also address NEPA compliance for waterfowl hunting frameworks through the annual preparation of separate environmental assessments that tiers off the 2013 SEIS. The most recent of these documents is the Duck Hunting Regulations for the 2024–25 Season and corresponding 2024 finding of no significant impact, available at <https://www.regulations.gov> at Docket No. FWS–HQ–MB–2023–0113. We note that 2013 SEIS has an entire section on the affected environment (see chapter 4, pp. 59–152) and environmental consequences (see chapter 6, pp. 171–229) and provides public comments received during the open comment period and the Service response (see chapter 7, pp. 231–244).

Possible New Hunting Regulations Process

Issue: The new process must continue to use migratory game bird monitoring data and evaluation to inform appropriate Federal limits for hunting, be no less responsive to the biological need for regulatory changes, and allow for public comment.

Response: In the January 21, 2025, proposed rule (90 FR 7056), we said we may propose a new approach of authorizing annual migratory bird hunting seasons, and that this would be published as a new proposed rule under RIN 1018–BI04 for public review and comment. All comments on that proposed rule will be considered as we continue to develop a new approach to authorizing annual migratory bird hunting seasons.

Bird Population Stressors

Issue: Impacts to migratory game bird populations from stressors, particularly highly pathogenic avian influenza (HPAI) in waterfowl and sea ducks, was not adequately accounted for in the determination of the Federal limits for the hunting of these birds.

Response: HPAI viruses can severely affect domestic animal, wildlife, and sometimes human health. Outbreaks of Eurasian lineage HPAI viruses have been impacting domestic poultry and wild bird populations in Europe and Asia since August 2020. Introduction of the Eurasian lineage HPAI to North America occurred in late 2021, and at least two additional virus introductions have occurred since then. HPAI cases have now been confirmed in both domestic and wild birds in numerous locations throughout Canada and the United States. The strain of HPAI now present in North America has caused extensive morbidity and mortality events in a range of wild bird species, like that seen in Europe and Asia.

We are working with partners to monitor HPAI and other mortality events of migratory birds, and we anticipate that our current monitoring programs will detect any significant changes to migratory game bird populations. The Service currently chairs the Interagency Steering Committee for Avian Influenza Surveillance in Wild Migratory Birds, which has increased avian influenza surveillance of wild birds across the country. We are coordinating with our partners to ensure effective surveillance through early detection, rapid communications, quick and accurate laboratory diagnoses, and timely relay of diagnostic findings. Also, we are working with our partners to implement prevention and management actions where necessary.

Migratory bird population abundance, survival probabilities, and productivity are influenced by a wide array of biotic and abiotic factors and can vary in space and time. The core of migratory game bird hunting regulations process is an annual cycle of bird population monitoring and subsequent regulation development in cooperation with the States through the Flyway Council system. This annual regulatory cycle begins with the collection of current biological information and subsequent Flyway Council consultation to share, review, and evaluate migratory game bird population status, trends, allowable harvest, and expected harvest from considered alternative regulations. The information considered indirectly includes effects from various stressors in determining appropriate Federal limits for migratory game bird hunting regulations. Each year we apply the most current information on game bird demographics and habitat conditions, which incorporate effects from stressors, to our decision frameworks to help inform decisions on appropriate Federal limits for annual migratory game bird hunting. The annual nature of the migratory game bird hunting regulations process helps ensure that harvest occurs at levels compatible with migratory game bird population demographics. Bird population monitoring, assessment, and consultation with the Flyway Councils ensures that, regardless of the drivers of population status, *i.e.*, stressors, we have considered available information to establish defensible and transparent decisions on annual hunting regulations to achieve State and Federal mandates to conserve migratory birds and meet objectives for hunting opportunity where possible.

Investments in conservation of quality habitats can help offset negative impacts to migratory bird stressors. For example,

the Federal Migratory Bird Hunting and Conservation Stamp Act (16 U.S.C. 718–718j, 48 Stat. 452) requires all waterfowl hunters 16 years old or older to buy an annual duck stamp. Funds generated from duck stamp sales are used to protect waterfowl and wetland habitat. Over 1.5 million stamps are sold each year, and, as of 2021, Federal duck stamps have generated more than \$1.1 billion for the conservation of more than 6 million acres of waterfowl habitat in the United States. In addition to waterfowl, numerous other birds, mammals, fish, reptiles, and amphibians benefit from habitat protected by the duck stamp revenues, including an estimated one-third of the nation's endangered and threatened species. The healthy wetlands protected by duck stamp funding sequester carbon and contribute to addressing the impacts of climate change, including absorbing flood waters and storm surge. These wetlands purify water supplies and provide economic support to local communities as they attract outdoor recreationists from many different backgrounds. Also, most States have similar Duck Stamp programs that hunters and non-hunters alike support. These are examples of some of the many programs where hunters and other conservationists contribute toward habitat conservation and quality to help offset losses from other stressors.

Interim Pintail Harvest Strategy

Issue: Concern about increasing the daily bag limit from one to three pintails in the face of long-term and recent declines in pintail abundance, lack of a restriction on female pintails within the overall bag limit, and waiting until three seasons with a three-pintail daily bag limit have occurred before evaluation to determine sustainability. One commenter requested an evaluation to see if increasing the pintail bag limit is associated with an increase in mallard abundance.

Response: For several reasons, pintail harvest management has been cautious for the last two decades. There is evidence that the continental carrying capacity for pintails declined by about 50 percent in the early 1980s. Pintail abundance has hovered near historical lows in the last decade.

The previous pintail harvest management decision framework was first used in 2010, but the underlying population model parameters had not been updated. Annual monitoring programs allowed for the incorporation of an additional 10 years of data, including observed harvest rates resulting from seasons with a two-bird daily bag limit (the maximum allowed).

The new interim strategy uses a state-of-the-art integrated population model that links regulations to an expected fall flight, harvest rate, and the resulting effects on population status. An important change is that the model of predicted harvest includes an estimate of fall population size. This has an important effect on the decision framework because the expected harvest decreases with the decreasing fall pintail population size. The status of the pintail population has not changed since the 1990s, and species-specific bag limits are still required because the bag limits for the general duck season may be too great for this population. However, incorporation of new data and updated modeling techniques showed that more harvest opportunity was available than previously realized.

When the 2010 decision framework for pintail harvest management was negotiated, several Flyway Councils expressed concern that allowing a three-bird bag limit option would raise the frequency of closed seasons to intolerable levels. Many of these same concerns remain today, even with the updated population and harvest models. Since 1988, a liberal three-bird season for pintail has only occurred once (in 1997), thus the estimate of the effect of a three-bird bag on harvest is uncertain. Harvest rates from a three-bird bag limit may not be significantly higher than from a two-bird bag. A power analysis suggests that three additional years of experience with a three-bird bag would be needed to clearly discern the difference between the effect of two-bird and three-bird regulations on the harvest in the Pacific Flyway and at the continental level, with longer periods needed to discern the same difference in the other three flyways.

For these reasons, the revised decision framework for pintail harvest management is intended to be implemented on an interim basis. The interim phase will last until three hunting seasons have occurred with a three-pintail bag limit to provide enough data for evaluation and possible revision of the decision framework. Three seasons with a 3-bird pintail bag limit could happen in as few as three years, but it could take longer, depending on pintail status and prescriptions from the decision framework. The Service and Flyway Councils will continue to review and carefully consider the status of pintails annually and could be more restrictive than the decision framework if determined to be necessary. However, a formal analysis of the expected harvest and population level impacts from a three-pintail bag limit will not have

much statistical power for an assessment with less than 3 years of data and results may be inconclusive.

Regarding the necessity for female pintail restrictions, see above under our response to *Federal Limits for Duck Hunting*. In summary, research and scientific modeling of the recently developed pintail harvest strategy show that restricting the harvest of female pintails would not meaningfully affect the subsequent breeding population. Also, gender-specific pintail bag limits complicate hunting regulations and place a burden on hunters that may have difficulty identifying gender for some species of ducks in certain hunting situations. However, hunters may use voluntary restraint in harvesting females within the overall pintail bag limit if they choose.

Regarding an association between pintail and mallard abundance, we have data on mallard and pintail abundance since 1955 from our Waterfowl Breeding Population and Habitat Survey. There is no apparent association in the data between pintail and mallard abundance. Mallard and pintail abundance decreased for three decades beginning in about 1960. The decrease in abundance is expected to be associated with decreased wetlands and nesting habitat conditions. Mallard abundance recovered to historic levels in the 1990s and 2000s with increasing wetlands and nesting habitat conditions. These are expected patterns associated with wet and dry cycles on the prairies. However, pintail abundance, unlike mallards, did not recover despite the general improvement in habitat conditions. The continental carrying capacity for pintails declined by about 50 percent in the early 1980s and pintail abundance since then has hovered near the same level. Despite mallard abundance changes, including substantial increases to historic levels and recent declines in the last 5 to 10 years, pintail abundance continues to hover around levels reflective of the apparent carrying capacity changes observed in the early 1980s.

Better Identify Species Designations

Issue: Some game bird species designations lack clarity, and a consolidated list that defines such terms may improve understanding of the frameworks, scientific evaluation, and regulation compliance and enforcement.

Response: Migratory game birds are defined in regulations at 50 CFR 20.11 as those species included in the terms of the conventions between the United States and any foreign country for the protection of migratory birds and belonging to five families of birds and

for which open seasons are authorized in 50 CFR part 20. Open hunting seasons may include certain designated members of the avian families Anatidae (ducks, geese, and swans), Columbidae (doves and pigeons), Gruidae (cranes), Rallidae (rails, coots, and gallinules), and Scolopacidae (shorebirds including woodcock and snipe). The Service maintains a list at 50 CFR 10.13 of all species considered migratory birds and protected under the MBTA. We regularly review and update this list (see 88 FR 49310, July 31, 2023, for the most recent update). Based on the game bird families identified in 50 CFR 20.11 and associated species at 50 CFR 10.13, there are 185 migratory game bird species that may be subject to open hunting seasons, but not all these species have open hunting seasons.

The 2024–25 final frameworks rule (89 FR 68500, August 26, 2024) established in 50 CFR 20 open hunting seasons in at least some part of the United States for 93 game bird species on the list at 50 CFR 10.13. Some potential game bird species have no open season anywhere within the United States for reasons related to conservation concerns, uncommon status in the United States, or lack of customary and traditional hunting seasons. There are no customary and traditional hunting seasons for ground-dwelling doves in the conterminous United States and most of the species groups within the shorebird family Scolopacidae. Specifically, there are no seasons for about 60 species of curlews, dowitchers, dunlins, godwits, greenshank, knots, phalaropes, redshanks, ruff, sanderlings, sandpipers, stints, surfbirds, tattlers, turnstones, whimbrels, willets, and yellowlegs; only woodcock and snipe have open hunting seasons.

Of the 93 game bird species with open seasons in the United States, 60 are common and 56 occur regularly in the contiguous United States. The 60 common game bird species in the United States are managed as species, subspecies, and population segments where appropriate. We define population segments used in our status reports and assessments to make harvest management decisions (e.g., eastern, mid-continent, and western mallard population segments), and these definitions are generally based on geographic areas with differing demographic parameters important for consideration in assessments.

All migratory game bird hunting regulations are specific to species or species groups and geographic areas, with the exception of the dusky Canada goose subspecies, which occurs

primarily in west central Oregon and Washington and a special State permit with goose identification training is required to hunt. The collective terms “dark” and “light” geese are defined in the frameworks and Federal regulations published each year under Definitions. Dark geese means Canada geese, cackling geese, white-fronted geese, brant (except in Alaska, California, Oregon, Washington, and the Atlantic Flyway), and all other goose species except light geese. Light geese means snow (including blue) geese and Ross’s geese. Species groups (*i.e.*, swans, white-fronted geese, ducks, teal, scoters, eiders, mergansers, coots, snipe, gallinules, woodcock, and doves) that are not generally defined in hunting regulations include all migratory game bird species on the 10.13 list that may be included in these groups.

We agree that migratory game bird species designations lack clarity in rulemaking for annual hunting regulations, and a consolidated list that defines such terms may improve understanding of the frameworks and regulations. We will add this additional clarifying text to the preamble of subsequent cycle rulemaking for migratory game bird hunting seasons.

Review of Flyway Council Recommendations

We received recommendations from all four Flyway Councils at the May and November 2024 SRC meetings; all recommendations are from the November meeting unless otherwise noted. Some recommendations supported continuation of last year’s frameworks. Due to the comprehensive nature of the annual review of the frameworks performed by the Councils, support for continuation of last year’s frameworks is assumed for items for which no recommendations were received. Council recommendations for changes in the frameworks are summarized below. We have included only the numbered items pertaining to issues for which we received recommendations. Consequently, the issues do not follow in successive numerical order.

1. Ducks

A. General Harvest Strategy

Council Recommendations: The Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended adoption of the liberal regulatory alternative for their respective flyways.

Response: As we stated in the January 21, 2025, proposed rule (90 FR 7056), we intend to continue use of adaptive harvest management (AHM) to help

determine appropriate duck-hunting regulations for the 2025–26 season. AHM is a tool that permits sound resource decisions in the face of uncertain regulatory impacts and provides a mechanism for reducing that uncertainty over time. We use an AHM protocol (decision framework) to evaluate four regulatory alternatives, each with a different expected harvest level, and choose the optimal regulation for duck hunting for the Mississippi, Central, and Pacific Flyways based on the status and demographics of mallards and in the Atlantic Flyway based on the status and demographics of four duck species (green-winged teal, common goldeneye, ring-necked duck, and wood duck; hereafter, eastern ducks). (See below, and the earlier referenced report “Adaptive Harvest Management, 2025 Hunting Season” for more details). We have specific AHM protocols that guide appropriate bag limits and season lengths for species of special concern, including black ducks, scaup, pintails, and eastern mallards. These protocols have species-specific regulatory alternatives.

For the 2025–26 hunting season, we will continue to use independent optimizations to determine the appropriate regulatory alternative for mallards in the Mississippi, Central, and Pacific Flyways and for four duck species in the Atlantic Flyway. This means that we will develop regulations for mid-continent mallards, western mallards, and eastern ducks independently based on the breeding ducks that contribute primarily to each Flyway. We detailed implementation of AHM protocols for mid-continent and western mallards in the July 24, 2008, **Federal Register** (73 FR 43290), and for eastern ducks in the September 21, 2018, **Federal Register** (83 FR 47868). We refer readers to the AHM report referenced above under Population and Harvest Status for details of our AHM decision framework assessments in support of decisions for the 2025–26 duck hunting season.

Atlantic Flyway

For the Atlantic Flyway, we set duck-hunting regulations based on the status and demographics of eastern ducks in eastern Canada and the Atlantic Flyway States. For purposes of the assessment, eastern ducks are those breeding in eastern Canada and Maine (Federal Waterfowl Breeding Population and Habitat Survey (WBPHS) fixed-wing surveys in the eastern survey area (*i.e.*, subareas 51–53, 56, and 62–70), and helicopter plot surveys in subareas 51–52, 63–64, 66–68, and 70–72), and in Atlantic Flyway States from New

Hampshire south to Virginia (Atlantic Flyway Breeding Waterfowl Survey, AFBWS). Abundance estimates for green-winged teal, ring-necked ducks, and goldeneyes are derived annually by integrating fixed-wing and helicopter survey data from eastern Canada and Maine (WBPHS subareas 51–53, 56, and 62–72). Counts of green-winged teal, ring-necked ducks, and goldeneyes in the AFBWS are negligible and therefore excluded from population estimates for those species. Abundance estimates for wood ducks in the Atlantic Flyway (Maine south to Florida) are estimated by integrating data from the AFBWS and the North American Breeding Bird Survey. Counts of wood ducks from the WBPHS are negligible and therefore excluded from population estimates.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for eastern ducks using: (1) A management objective of 98 percent of maximum long-term sustainable harvest; (2) the 2025–26 regulatory alternatives; and (3) current stock-specific population models and associated weights. Based on the liberal regulatory alternative selected for the 2024–25 duck hunting season and the 2024 survey estimates of 0.87 million wood ducks, 0.47 million American green-winged teal, 0.73 million ring-necked ducks, and 1.20 million goldeneyes in the WBPHS eastern survey area and AFBWS, the optimal regulation for the Atlantic Flyway is the liberal alternative. Therefore, we concur with the recommendation of the Atlantic Flyway Council regarding selection of the liberal regulatory alternative as described in the January 21, 2025, proposed rule for the 2025–26 season.

Mississippi and Central Flyways

For the Mississippi and Central Flyways, we set duck-hunting regulations based on the status and demographics of mid-continent mallards and habitat conditions (pond numbers in Prairie Canada and the United States). For purposes of the assessment, mid-continent mallards are those breeding in central North America (WBPHS subareas 13–18, 20–50, and 75–77) and in Michigan, Minnesota, and Wisconsin (State surveys).

For the 2025–26 hunting season, we evaluated alternative harvest regulations for mid-continent mallards using: (1) A management objective of maximum long-term sustainable harvest; (2) the 2025–26 regulatory alternatives; and (3) the current population model. Based on a liberal regulatory alternative selected for the 2024–25 hunting season and the 2024 survey estimates of 6.61 million

mid-continent mallards and 5.16 million total ponds observed in Prairie Canada and the United States, the optimal choice for the 2025–26 hunting season in the Mississippi and Central Flyways is the liberal regulatory alternative. Therefore, we concur with the recommendations of the Mississippi and Central Flyway Councils regarding selection of the liberal regulatory alternative as described in the January 21, 2025, proposed rule for the 2025–26 season.

Pacific Flyway

For the Pacific Flyway, we set duck-hunting regulations based on the status and demographics of western mallards. For purposes of the assessment, western mallards consist of two population segments and are those breeding in Alaska and Yukon Territory (WBPHS subareas 1–12) and those breeding in the southern Pacific Flyway including California, Oregon, Washington, and British Columbia (State and Provincial surveys) combined.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for western mallards using: (1) A management objective of maximum long-term sustainable harvest; (2) the 2025–26 regulatory alternatives; and (3) the current population model. Based on a liberal regulatory alternative selected for the 2024–25 hunting season and 2024 survey estimates of 0.94 million western mallards observed in Alaska (0.51 million) and the southern Pacific Flyway (0.43 million), the optimal regulation for the Pacific Flyway is the liberal regulatory alternative. Therefore, we concur with the recommendation of the Pacific Flyway Council regarding selection of the liberal regulatory alternative as described in the January 21, 2025, proposed rule for the 2025–26 season.

B. Regulatory Alternatives

Council Recommendations: At the May 2024 SRC meeting, the Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended that AHM regulatory alternatives for duck hunting during the 2025–26 season remain the same as those used in the previous season.

Response: Consistent with Flyway Council recommendations, the AHM regulatory alternatives proposed for the Atlantic, Mississippi, Central, and Pacific Flyways in the January 21, 2025, proposed rule (90 FR 7056) will be used for the 2025–26 duck hunting season (see accompanying table at the end of that document for specific information). The AHM regulatory alternatives consist only of the maximum season lengths,

framework dates, and bag limits for total ducks and mallards. For those species with specific harvest strategies (pintails, black ducks, scaup, and eastern mallards), each with their own set of regulatory alternatives, the species-specific strategies and regulatory alternatives will be used for the 2025–26 hunting season.

C. Zones and Split Seasons

Zones and split seasons are special regulations designed to distribute hunting opportunities and harvests according to temporal, geographic, and demographic variability in waterfowl and other migratory game bird populations. The Service has allowed the use of zones to provide equitable distribution of duck hunting opportunities within a State or region. The intent is not to increase total annual waterfowl harvest in the zoned areas; harvest levels are to be adjusted downward if they exceeded traditional levels as a result of zoning. In 1991, the Service developed guidelines to provide a framework for controlling the proliferation of zones and split seasons in duck hunting. Substantial concern remains about the unknown consequences of zones and split seasons on duck populations and harvest redistribution among States and flyways, potential reduced effectiveness of regulations (season length and bag limit) to reduce duck harvest if needed, and the administrative burden. The guidelines identified a limited number of zone and split-season configurations that could be used for duck hunting and restricted the frequency of changes in State selection among these configurations to the beginning of 5-year intervals.

The next opportunity for States to select zones and split-season configurations for duck hunting is in 2025 for the fixed period of the 2026–2030 seasons. In the January 21, 2025, proposed rule (90 FR 7056), we proposed to adopt the same zones and split-season guidelines and configurations for duck hunting as we used for the 2021–25 seasons. We discussed and presented guidelines and configurations for duck zones and split seasons during the 2021–25 seasons in our August 21, 2020, final rule (85 FR 51854 at 51857–51858). For those States wishing to change zone and split-season configurations in time for the 2026–2030 seasons, we would need to receive configuration selections and zone descriptions by August 31, 2025.

We also note that when we adopted guidelines for duck zones and split seasons during the 2021–25 seasons, we offered a new configuration (two zones

with up to three season segments in each) at the request of the four Flyway Councils. We expressed our sensitivity to the States' desires for flexibility in addressing human dimensions concerns of the hunting public (*i.e.*, foster hunter recruitment, retention, and satisfaction) despite our continued concerns about the proliferation of zones, impacts to harvest, regulation complexity, and administrative burden. Similarly, we revised the zones-splits guidelines for the 2011–2015 period to allow two new options (four zones with a continuous season, and three zones with up to two season segments in each) at the request of the four Flyway Councils (77 FR 23094 at 23100–23101, April 17, 2012). Because the two zones and three season segments configuration are new, we stated in 2020 (85 FR 51854 at 51857–51858, August 21, 2020) that States that select this configuration must conduct an evaluation of impacts to hunter dynamics (*e.g.*, hunter numbers, satisfaction) and harvest during the fixed 5-year period it is implemented (*e.g.*, 2021–25 period). Five States selected the new configuration for the 2021–25 period in two Flyways: Atlantic (Connecticut, Maryland, North Carolina, and Virginia) and Mississippi (Louisiana). These States must provide an evaluation through the 2025–26 season regardless of actual implementation by September 2026.

Council recommendations: The Central Flyway Council recommended two additional zone and split-season configurations including: four zones with two season segments, and three zones with three season segments.

Response: We do not currently support the Central Flyway Council's recommendation for additional duck zone and split season configurations. The expansion of zone-split configurations has been a recurring issue for decades. Because of the unknown effects of increasing configurations on duck populations, we have supported a limited, but sufficient, number of options so that States may configure their seasons to provide hunting opportunities for their constituents. In 2011 and 2021, when we last added additional zones and split-seasons configurations at the request of the Flyway Councils, we required States to conduct an evaluation of impacts to hunter dynamics and harvest so that we could evaluate the costs and benefits of additional configurations. We look forward to receiving the evaluation reports by September 2026 from States that selected the new zones and split-seasons configuration that we added in 2020. Further, this issue may better be

addressed through the work of the AHM Task Force that was recently convened to consider the future of waterfowl harvest management. We are open to discussion about how hunting regulations address hunter satisfaction and hunter R3 (recruitment, retention, and reactivation) objectives. We also need more information about the objectives and measures of success from human dimension and biological perspectives. The SRC supports continued discussion between Service staff and the Flyway Councils and their technical committee on this issue. Therefore, in this rule, we are adopting the zones and split-season guidelines and configurations for duck hunting that we previously used and proposed in the January 21, 2025, proposed rule (90 FR 7056).

D. Special Seasons/Species Management

i. Early Teal Seasons

Council Recommendations: The Atlantic, Mississippi, and Central Flyway Councils recommended a 9-day special early teal season (6-teal daily bag limit) or bonus daily bag limit of two blue-winged teal in the respective States.

Response: The Service concurs with the recommendations. Based on the 2024 survey estimate of 4.6 million blue-winged teal and our special teal season guidelines, 9-day special early teal seasons or bonus daily bag limits of two blue-winged teal are appropriate in the respective States of the Atlantic, Mississippi, and Central Flyways.

Special early teal seasons have been allowed in parts of the Atlantic, Mississippi, and Central Flyways since 1965. In considering the Councils' recent recommendations for special early teal seasons, we recognized that our special early teal season guidelines were developed over multiple **Federal Register** publications, including August 28, 2014 (79 FR 51402 at 51403); April 30, 2014 (79 FR 24512 at 24518–24519); August 23, 2013 (78 FR 52658 at 52659–52660); August 25, 2009 (74 FR 43008 at 43009); August 27, 2003 (68 FR 51658 at 51658); August 21, 2001 (66 FR 44010 at 44010–44011); and August 21, 1992 (57 FR 38202 at 38204), and were not described completely in one publication. Thus, we are providing our special early teal season guidelines here completely for ease of reference.

The Service's special early teal season guidelines allow special early teal seasons in certain States within the Atlantic, Mississippi, and Central Flyways when the spring blue-winged teal population estimate from the

WBPHS traditional survey area (*i.e.*, subareas 1–18, 20–50, and 75–77) is at least 3.3 million birds. States authorized in the Atlantic Flyway include Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, and Virginia. States authorized in the Mississippi Flyway include Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin. States authorized in the Central Flyway include Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and parts of Colorado, Montana, New Mexico, and Wyoming.

The special early teal season lengths are 9 days if the blue-winged teal population estimate is between 3.3 and 4.7 million birds and 16 days if the estimate is greater than 4.7 million birds. Season days must occur in September prior to the regular duck season. The daily bag limit is six teal in the aggregate. Shooting hours are one-half hour before sunrise to sunset, except in the States of Arkansas, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, South Carolina, and Wisconsin, where the hours are from sunrise to sunset.

Blue-winged teal production States in the Mississippi Flyway (Iowa, Michigan, Minnesota, and Wisconsin) and Central Flyway (Montana (part), North Dakota, South Dakota, and Wyoming (part)), in lieu of selecting special early teal seasons, may include additional daily bag and possession limits of two and six blue-winged teal, respectively, during the first part of the regular duck season equivalent in length to the special early teal season. These extra blue-winged teal limits are in addition (bonus) to the regular duck season daily bag and possession limits.

When the blue-winged teal population estimate is less than 3.3 million birds, all available applicable data will be considered and more restrictive limits or a closed season may be prescribed as determined to be appropriate for special early teal seasons.

ii. Early Teal-Wood Duck Seasons

Council Recommendations: The Atlantic and Mississippi Flyway Councils recommended in Florida, Kentucky, and Tennessee, in lieu of a special early teal season, a 5-consecutive-day teal-wood duck season in September. The daily bag limit may not exceed six teal and wood ducks in the aggregate, of which no more than two may be wood ducks.

Response: The Service concurs with the recommendations. Based on the

2024 survey estimate of 4.6 million blue-winged teal and our special teal-wood duck season guidelines, a 5-consecutive-day teal-wood duck season in September is appropriate with no additional teal only days during special early teal-wood duck seasons. The daily bag limit may not exceed six teal and wood ducks in the aggregate, of which no more than two may be wood ducks.

Special early wood duck or teal-wood duck seasons have been allowed in Florida, Kentucky, and Tennessee since 1981. In considering the Councils' recent recommendations for special early teal-wood duck seasons, we recognized that our special early teal-wood duck season guidelines were developed over multiple **Federal Register** publications, including August 28, 2014 (79 FR 51402 at 51403–51404); August 21, 2001 (66 FR 44010 at 44011); August 21, 1991 (56 FR 41608 at 41608); August 9, 1988 (53 FR 29897 at 29899); and July 29, 1981 (46 FR 38868 at 38868), and were not described completely in one publication. Thus, we are providing our special early teal-wood duck season guidelines here completely for ease of reference.

The Service's early teal-wood duck season guidelines allow special early teal-wood duck seasons in Florida, Kentucky, and Tennessee when the spring blue-winged teal population estimate from the WBPHS traditional survey area is at least 3.3 million birds. The season lengths are 5 days. Season days must occur in September prior to the regular duck season. The daily bag limit may not exceed six teal and wood ducks in the aggregate, of which no more than two may be wood ducks. A special early teal-wood duck season is not allowed in Florida, Kentucky, or Tennessee if that State offers a special early teal season.

Four additional teal-only days may be added to the special early teal-wood duck seasons when the blue-winged teal population estimate is greater than 4.7 million birds. The additional teal-only days must be in September, contiguous with the special early teal-wood duck seasons, and before the regular duck seasons. The daily bag limit during the teal-only days is six teal in the aggregate.

When the blue-winged teal population estimate is less than 3.3 million birds, all available applicable data will be considered and more restrictive limits or a closed season may be prescribed as determined to be appropriate for special early teal-wood duck seasons.

iii. Black Ducks

Council Recommendations: The Atlantic and Mississippi Flyway Councils recommended adoption of the moderate regulatory alternative for their respective flyways. The flyway-specific regulations consist of a daily bag limit of two black ducks and a season length of 60 days.

Response: The Service, Atlantic and Mississippi Flyway Councils, and Canada adopted an international AHM protocol for black ducks in 2012 (77 FR 49868, August 17, 2012) whereby we set black duck hunting regulations for the Atlantic and Mississippi Flyways (and Canada) based on the status and demographics of these birds.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for black ducks using: (1) a management objective of 98 percent of maximum long-term sustainable harvest; (2) the black duck regulatory alternatives; and (3) the current population model. Based on the moderate regulatory alternative selected for the 2024–25 hunting season and the 2024 survey estimate of 0.86 million black ducks, the optimal regulation for the Atlantic and Mississippi Flyways is the moderate alternative. Therefore, we concur with the recommendations of the Atlantic and Mississippi Flyway Councils.

iv. Canvasbacks

Council Recommendations: The Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended adoption of the liberal regulatory alternative for their respective flyways. The flyway-specific regulations consist of a daily bag limit of two canvasbacks and a season length of 60 days in the Atlantic and Mississippi Flyways, 74 days in the Central Flyway, and 107 days in the Pacific Flyway.

Response: As we discussed in the March 28, 2016, **Federal Register** (81 FR 17302), the canvasback harvest strategy that we relied on until 2015 was not viable under our new regulatory process because it required biological information that was not yet available at the time a decision on season structure needed to be made. We do not yet have a new harvest strategy to propose for use in guiding canvasback harvest management in the future. However, we have worked with technical staff from the four Flyway Councils to develop a decision framework (hereafter, decision support tool) that relies on the best biological information available to develop recommendations for annual canvasback harvest regulations. The decision support tool uses available information (1994–2014) on canvasback

breeding population size in Alaska and north-central North America (WBPHS traditional survey area), growth rate, survival, and harvest, and a population model to evaluate alternative harvest regulations based on a management objective of maximum long-term sustainable harvest. The decision support tool calls for a closed season when the population is below 460,000, a 1-bird daily bag limit when the population is between 460,000 and 480,000, and a 2-bird daily bag limit when the population is greater than 480,000. Based on the 2024 survey estimate of 566,000 canvasbacks, we concur with the recommendations of the four Flyway Councils regarding selection of the liberal regulatory alternative for the 2025–26 season.

v. Pintails

Over the past 5 years, scientists from the U.S. Geological Survey (USGS) and the Service, in consultation with the Flyway Councils, have collaborated on the development of a revised decision framework for pintail harvest management. The Flyway Councils and Service undertook the revision process due to several concerns about the current strategy (adopted in 2010; see 75 FR 44856 at 44860, July 29, 2010). Concerns included public desires for inclusion of a more liberal regulatory alternative (3-pintail daily bag limit), reliance on outdated modeling techniques and data, and communication challenges associated with the regulatory schedule. To address these concerns, the Service convened the national Pintail Working Group (PWG) composed of two representatives from each Flyway, the four Service Flyway Representatives, and technical experts from the Service and USGS.

The PWG evaluated pintail population and harvest dynamics, built new models using updated data and modern estimation methods, and developed and evaluated many alternative harvest strategies. An important change is that the model of predicted harvest includes an estimate of fall population size. This has an important effect on the harvest strategy because the expected harvest decreases with decreasing fall pintail population size. The strategy recognizes that there is sustainable harvest under conditions that were not previously thought sustainable (*i.e.*, expected increase in frequency of regulatory alternatives with liberal pintail daily bag limits, including the possibility for three pintails).

In January 2024, after extensive consultation, the PWG proposed an interim harvest strategy to inform

harvest management decisions for pintails and to learn about the effects of a 3-bird daily bag limit (new alternative) on management objectives. The interim strategy is available for review in the PWG report entitled, “Proposed Interim Northern Pintail Harvest Strategy” dated February 9, 2024. The interim strategy is intended to be implemented until three hunting seasons with a 3-bird daily bag limit have been realized (*i.e.*, trial phase over three or more hunting seasons) with an additional allowance for 2 years for data collection and analysis, review of performance, and evaluation of updated alternative strategies. Evaluation results will be provided to the Flyway technical committees for consideration in the development of a proposed operational harvest strategy, which may or may not include an option for a 3-bird daily bag limit.

We greatly appreciate the time and attention over the last 5 years that the PWG has devoted to review and consideration of the current pintail harvest strategy, technical updates, and the various alternatives for implementing a derived pintail harvest strategy. The revised interim strategy addresses stakeholder concerns with the current strategy and includes important technical updates with implications for our harvest management policy. In compliance with the Office of Management and Budget’s Information Quality Act (section 515 of Pub. L. 106–554) guidelines (67 FR 8452, Feb. 22, 2002) and Service policy, a scientific peer review of the interim harvest strategy model was completed in early May 2024; during that review, no technical issues or concerns were identified, and reviewer comments have been addressed. In the January 21, 2025, proposed rule (90 FR 7056), we proposed to adopt the interim harvest strategy for pintail harvest management as described by the PWG in their “Proposed Interim Northern Pintail Harvest Strategy” report, beginning with the 2025–26 hunting seasons. In this document, we are adopting the interim harvest strategy for pintail harvest management as described above.

Council Recommendations: The Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended adoption of the liberal regulatory alternative with a 3-pintail daily bag limit for their respective flyways. The flyway-specific regulations consist of a season length of 60 days in the Atlantic and Mississippi Flyways, 74 days in the Central Flyway, and 107 days in the Pacific Flyway.

Response: The Service and the four Flyway Councils adopted an AHM protocol for pintails in this document

whereby we set pintail hunting regulations in all four flyways based on the status and demographics of these birds.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for pintails using: (1) a management objective of maximum long-term sustainable harvest, including a constraint to provide an open hunting season when the observed breeding population is above 1.2 million birds; (2) the pintail regulatory alternatives; and (3) the current population model. Based on the 2024 survey estimates of 1.97 million pintails at a mean latitude of 57.02 degrees (WBPHS traditional survey area), the optimal regulation for all four flyways is the liberal alternative with a 3-pintail daily bag limit. Therefore, we concur with the recommendations of the four Flyway Councils for the 2025–26 season.

vi. Scaup

Council Recommendations: The Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended adoption of the restrictive regulatory alternative for their respective flyways. The flyway-specific regulations consist of a 60-day season with a 1-bird daily bag limit during 40 consecutive days and a 2-bird daily bag limit during 20 consecutive days in the Atlantic Flyway; a 60-day season with a 2-bird daily bag limit during 45 consecutive days and a 1-bird daily bag limit during 15 consecutive days in the Mississippi Flyway; a 1-bird daily bag limit for 74 days in the Central Flyway (which may have separate segments of 39 days and 35 days); and an 86-day season with a 2-bird daily bag limit in the Pacific Flyway.

Service Response: The Service and four Flyway Councils adopted an AHM protocol for scaup in 2008 (73 FR 43290, July 24, 2008, and 73 FR 51124, August 29, 2008), whereby we set scaup hunting regulations in all four flyways based on the status and demographics of these birds.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for scaup using: (1) a management objective of 95 percent of maximum sustainable harvest; (2) the scaup regulatory alternatives; and (3) the current population model. Based on a restrictive regulatory alternative for the 2024–25 season, and the 2024 survey estimate of 4.07 million scaup (WBPHS traditional survey area), the optimal regulation for all four flyways is the restrictive alternative. Therefore, we concur with the recommendations of the four Flyway Councils regarding

selection of the restrictive alternative for the 2025–26 season.

ix. Eastern Mallards

Council Recommendations: The Atlantic Flyway Council recommended adoption of the liberal regulatory alternative for their flyway. The Atlantic Flyway regulation consists of a daily bag limit of four mallards, no more than two of which may be hens, and a season length of 60 days.

Response: The Service and Atlantic Flyway Council adopted an AHM protocol for eastern mallards in 2023 (88 FR 6054, January 30, 2023) whereby we set mallard hunting regulations in the Atlantic Flyway based on the status and demographics of these birds.

For the 2025–26 hunting season, we evaluated alternative harvest regulations for eastern mallards using: (1) a management objective of 98 percent of maximum sustainable harvest; (2) the eastern mallard regulatory alternatives; and (3) the current population model. Based on a liberal regulatory alternative for the 2024–25 season, and the 2024 survey estimate of 1.17 million eastern mallards (WBPHS eastern survey area and AFBWS), the optimal regulation for the Atlantic Flyway is the liberal alternative. Therefore, we concur with the recommendation of the Atlantic Flyway Council regarding selection of the liberal alternative for the 2025–26 season.

4. Canada and Cackling Geese

B. Regular Seasons

Council Recommendations: The Atlantic Flyway Council recommended the restrictive regulatory alternative as defined in the Council's harvest strategy for Atlantic Population (AP) Canada geese (30-day season with a daily bag limit of one goose) in the AP zones of the Atlantic Flyway. The Pacific Flyway Council recommended several changes to the Canada and cackling goose season framework in the Pacific Flyway. Specifically:

1. Change the framework ending date in Oregon's Northwest Permit Zone and Washington's Area 2 Inland and Area 2 Coastal (Southwest Permit Zone) from March 10 to February 15;

2. Reduce the season length in Oregon's Northwest Permit Zone and Washington's Area 2 Inland and Area 2 Coastal (Southwest Permit Zone) from 107 days to 74 days;

3. Reduce the daily bag limit in Oregon's Northwest Permit Zone and Washington's Area 2 Inland and Area 2 Coastal (Southwest Permit Zone) from three to two Canada and cackling geese in the aggregate;

4. Reduce the daily bag limit in Washington's Areas 1 and 3 from four to three Canada and cackling geese in the aggregate; and

5. Reduce the daily bag limit in Alaska's Units 9, 17, and 18 from four to three Canada and cackling geese in the aggregate.

Response: We agree with the Atlantic Flyway Council's recommendation to implement the restrictive regulatory alternative as described in the Council's harvest strategy for AP Canada geese for the 2025–26 hunting season. The AP Canada goose is one of three populations of Canada geese managed in the Atlantic Flyway and has a long history of intensive management due to its importance to subsistence and sport hunters in Canada and the United States. In 2021, the Council adopted a harvest strategy to prescribe appropriate hunting regulations for AP Canada geese commensurate with the status of this population. The Council's AP Canada goose harvest strategy established three metrics for informing annual recommendations: (1) population model predicted abundance of breeding pairs in the subsequent year; (2) long-term trend in productivity; and (3) long-term trend in total population abundance. The harvest strategy recommends the moderate regulatory alternative when the predicted abundance is between 125,000 and 160,000 pairs. The 2024 breeding population estimate for AP Canada geese is 89,000 pairs, which is a 23 percent decrease from 2023. The estimated number of breeding pairs has decreased by 5 percent per year over the last 10 years. The 2024 total abundance estimate is 606,672 birds, which is slightly less than the 2023 estimate of 611,590 birds. The estimated 2024 productivity is 0.89 which is the second lowest estimate recorded since 1997. Using the most current breeding population and habitat data, the predicted 2025 breeding population estimates is 133,500 pairs. The predicted abundance is consistent with the moderate regulatory alternative, but the long-term trends in productivity and total abundance indicate the restrictive regulatory alternative is appropriate.

We also agree with the Pacific Flyway Council's recommended changes to the season frameworks for Canada and cackling geese in the Pacific Flyway. Seven subspecies of white-cheeked geese winter in the Pacific Flyway and are managed as separate populations. All populations of white-cheeked geese with open hunting seasons in the Pacific Flyway are at or above the Council's population objectives except for minima cackling geese. The most recent 3-year (2022–2024) average fall projected

population estimate for minima cackling geese is 175,055 birds and is 30 percent below the Council's population objective midpoint of 250,000 (range is ± 10 percent, 225,000–275,000). Furthermore, the declining trend in abundance from the three recent abundance estimates (238,093, 160,630, and 126,443 birds) indicates the current population size may be well below the 3-year average.

There is substantial mixing of white-cheeked geese populations during winter in the Pacific Flyway. Restrictions in the Canada and cackling goose season frameworks (specifically daily bag limits, season lengths, and season dates) in the Pacific Flyway for Oregon's Northwest Permit Zone and Washington's Southwest Permit Zone (permit zones), Washington's Areas 1 and 3, and Alaska's Units 9, 17, and 18 are intended to reduce harvest for minima cackling geese and, to some extent, Taverner's cackling geese. The Pacific Flyway Council's management plan for minima cackling geese specifies that when the population index is below 225,000 birds, actions should be taken to increase abundance to the objective level. The index fell below this threshold level in 2021, and consequently the daily bag limit was reduced from four to three geese in the permit zones of Oregon and Washington based on the Pacific Flyway Council's recommendation at that time. However, the abundance index for minima cackling geese has continued to decline and is now at the lowest level since 1994, the year harvest was reopened after a decade of closure. The Council's plan does not prescribe specific actions to reduce harvest in response to population indices below 225,000 birds. However, the Pacific Flyway Council has estimated that the recommended restrictions should reduce harvest by at least 33 percent in the permit zones of Oregon and Washington where most (80 percent) of the minima cackling goose harvest occurs, and by 10 percent in other primary areas in Washington and Alaska, where minima cackling goose harvest occurs. Therefore, the recommended restrictions will allow the minima cackling goose population size to increase over time.

5. White-Fronted Geese

Council Recommendations: The Pacific Flyway Council recommended allowing a 3-segment season for Oregon's Mid-Columbia Goose Zone in the season framework for white-fronted geese in the Pacific Flyway.

Response: We agree with the Pacific Flyway Council's recommendation. Current frameworks allow a 3-segment

split for the snow goose, Canada and cackling goose, and greater white-fronted goose seasons in the Pacific Flyway; however, for Canada geese and white-fronted geese, this arrangement requires Pacific Flyway Council and Service approval and a 3-year evaluation by each participating State. The approval of 3-segments for the white-fronted goose season in Oregon's Mid-Columbia Goose Zone will allow this season to be concurrent with the already approved 3-segment seasons for Canada and cackling geese and snow geese in this zone, which will help reduce regulation complexity and simultaneously maintain maximum flexibility in the use of season segments to address issues associated with white goose abundance over objectives. Harvest data suggest white-fronted geese rarely encounter hunters in Oregon's Mid-Columbia Goose Zone, and the change is not expected to influence harvest levels. The current 3-year average predicted fall population estimate (2022–24) for the Pacific population of greater white-fronted geese is 510,884, which is substantially above the Pacific Flyway's population objective of 300,000. Any possible additional harvest of greater white-fronted geese from this regulatory change will be negligible for the Pacific Flyway.

6. Brant

Council Recommendations: The Pacific Flyway Council recommended that the Service revise their Pacific brant harvest strategy based on the Council's revised harvest strategy for use beginning with the 2025–2026 hunting season. The Council also recommended that the brant season framework for Alaska, California, Oregon, and Washington be determined annually based on the Council's Pacific brant harvest strategy and pending current results from the Fall Brant Survey at Izembek Lagoon, Alaska (FBS) in about February prior to the hunting season. If results of the FBS are not available, the most recent FBS should be used.

Response: We agree with the Pacific Flyway Council's recommendations. The Service adopted the Pacific Flyway Council's brant harvest strategy in August 2020 because the Council's harvest strategy used to determine the Pacific brant season frameworks does not fit well within the timing of our regulatory process for proposed frameworks (see 85 FR 51854 at 51860, August 21, 2020).

The Service developed a more statistically rigorous survey to index abundance of Pacific brant than is currently used. The current survey is a

ground and aerial count of brant during winter in accessible primary wintering areas from Alaska to Mexico. The count is interpreted as the absolute minimum population size. The new survey is a population estimate based on an aerial photographic survey in the fall at Izembek Lagoon, Alaska, where it is thought that nearly the entire population is concentrated during southward migration. The survey now includes a sampling and inference design, replicate surveys, a measure of uncertainty, and a greater proportion of the population of Pacific brant (about two times the previous survey). The Service and Pacific Flyway Council have agreed to discontinue the winter brant survey in favor of the more reliable FBS. Thus, the current harvest strategy for Pacific brant will no longer be functional without adjustment to the new abundance survey.

The Pacific Flyway Council revised their brant harvest strategy for the new abundance survey in August 2024. The revised harvest strategy maintains the current season closure level when the abundance estimate is less than 102,000 brant, and adjusts the population objective and levels for restrictive, moderate, and liberal season frameworks upward by a factor of two based on the ratio of abundance from winter counts to fall estimates for the 5 years that the surveys overlapped (*i.e.*, the period from 2017 through 2023). Accordingly, the Service is replacing the Council's harvest strategy we adopted in 2020 with the Council's revised harvest strategy, which is described below.

In developing the annual hunting season frameworks for Pacific brant, the Pacific Flyway Council and the Service use the average of the three most recent abundance estimates (index) from the FBS in about February to determine the upcoming season lengths and daily bag limits. Information on abundance of Pacific brant from the FBS is available in about February each year, which is after the date that proposed frameworks are formulated in the regulatory process. However, the data are typically available by the expected publication of final frameworks. When we acquire the survey data annually, we determine the appropriate frameworks for the upcoming Pacific brant season according to the harvest strategy in the Pacific Flyway Council's management plan for Pacific brant, as described below, and publish the results in the final frameworks rule.

- If the FBS index is <102,000 brant, then the brant season is closed, and the season may not reopen until the index exceeds 112,000 brant.

- If the FBS index is between 102,000 and 243,000 brant, then the season length and daily bag limit in Alaska is 51 days and 2 brant, and in California, Oregon, and Washington is 16 days and 2 brant.

- If the FBS index is between 243,001 and 293,000 brant, then the season length and daily bag limit in Alaska is 107 days and 2 brant, and in California, Oregon, and Washington is 27 days and 2 brant.

- If the FBS index is greater than 293,000 brant, then the season length and daily bag limit in Alaska is 107 days and 4 brant, and in California, Oregon, and Washington is 37 days and 2 brant.

Under all of the above open-season alternatives, the framework outside season dates in Alaska are September 1 through January 26, in California and Oregon are the Saturday closest to September 24 through December 15, and in Washington are the Saturday closest to September 24 through the last Sunday in January.

We note that the threshold ($\geq 112,000$ brant) to resume an open season following season closure is purposefully 10,000 brant higher than the threshold ($\geq 102,000$ brant) to maintain an open season. This adds additional conservatism into the strategy and provides more confidence that the population has recovered before open seasons resume. It also helps avoid a situation where the season toggles between open and closed among successive hunting seasons.

The recent 3-year average (2022–2024) FBS count of Pacific brant was 211,823. Based on the harvest strategy, the appropriate season length and daily bag limit framework for Pacific brant in the 2025–26 season is a 51-day season with a 2-bird daily bag limit in Alaska, and a 16-day season with a 2-bird daily bag limit in California, Oregon, and Washington.

9. Sandhill Cranes

Council Recommendations: The Central and Pacific Flyway Councils recommended that allowable harvest of the Rocky Mountain Population (RMP) of sandhill cranes be determined annually based on the formula described in the Pacific and Central Flyway Councils' management plan for RMP cranes when the current fall abundance and recruitment data become available in about January prior to the hunting season.

Response: We agree with the Central and Pacific Flyway Councils' recommendations. The Service adopted the Central and Pacific Flyway Councils' RMP sandhill crane harvest strategy in March 2016 because the

harvest strategy used to calculate the allowable harvest of RMP cranes does not fit well within our current regulatory process for proposed frameworks (see 81 FR 17302 at 17307, March 28, 2016). In developing the annual proposed frameworks for RMP cranes, the Flyway Councils and the Service use the fall abundance and recruitment surveys of RMP cranes to determine annual allowable harvest. Results of the fall abundance and recruitment surveys of RMP cranes are available in about January each year, which is after the date that proposed frameworks are formulated in the regulatory process. However, the data are typically available by the expected publication of final frameworks. When we acquire the survey data annually in about January, we determine the appropriate allowable harvest for the upcoming RMP crane season according to the harvest strategy in the Central and Pacific Flyway Councils' management plan for RMP cranes and publish the results in the final frameworks rule.

The 2024 fall RMP crane abundance estimate was 24,909 cranes, resulting in a 3-year (2022–2024) average of 23,603 cranes, which is similar to the previous 3-year average of 23,287 cranes. The RMP crane recruitment estimate was 9.34 percent young in the fall population, resulting in a 3-year (2022–2024) average of 10.66 percent, which is similar to the previous 3-year average of 10.47 percent. Using the current harvest strategy and the above most recent 3-year average abundance and recruitment estimates, the allowable harvest for the 2025–26 season is 3,232 cranes, which is similar to the previous season allowable harvest of 3,006 cranes.

16. Doves

Similar to duck hunting (see above under 1. Ducks), the Service has allowed the use of zones to provide equitable distribution of dove hunting opportunities within a State or region. The intent is not to increase total annual dove harvest in the zoned areas; harvest levels are to be adjusted downward if they exceed traditional levels as a result of zoning. In 2006, the Service developed guidelines to provide a framework for controlling the proliferation of zones and split seasons in dove hunting (see 71 FR 51406 at 51408, August 29, 2006). Substantial concern remains about the unknown consequences of zones and split seasons on dove populations and harvest redistribution among States and flyways, potential reduced effectiveness of regulations (season length and bag limit) to reduce dove harvest if needed, and the administrative burden of

implementing zones and splits. The guidelines identified a limited number of zone and split-season configurations that could be used for dove hunting and restricted the frequency of changes in State selection among these configurations to the beginning of a 5-year interval.

The next opportunity for States to select zones and split-season configurations for dove hunting is in 2025 for the fixed period of the 2026–2030 seasons. In the January 21, 2025, proposed rule (90 FR 7056), we proposed to adopt the same zones and split-season guidelines and configurations for dove hunting that we used for the 2021–25 seasons. We discussed and presented guidelines and configurations for dove zones and split seasons during the 2021–25 seasons in the August 21, 2020, final rule (85 FR 51854 at 51865–51866). In this document, we are adopting the zones and split-season guidelines and configurations for dove hunting as described above. For those States wishing to change zone and split-season configurations in time for the 2026–2030 seasons, we must receive configuration selections and zone descriptions by August 31, 2025.

Council Recommendations: The Atlantic, Mississippi, Central, and Pacific Flyway Councils recommended adoption of the standard regulatory alternative as prescribed in the national mourning dove harvest strategy for their respective Mourning Dove Management Units. The standard regulatory alternative consists of a 90-day season and 15-bird daily bag limit for States within the Eastern and Central Management Units, and a 60-day season and 15-bird daily bag limit for States in the Western Management Unit (WMU). Also, the Pacific Flyway Council recommended allowing up to 15 white-winged doves in the 15-dove aggregate daily bag limit for the dove season in Arizona and California.

Response: Based on the harvest strategies and current population status, we agree with the recommended selection of the standard season frameworks for doves in the Eastern, Central, and Western Management Units for the 2025–26 season. We also agree with the Pacific Flyway Council's recommendation, which effectively removes the dove season restriction of 10 white-winged doves within the 15-dove aggregate daily bag limit in Arizona and California. This change simplifies the dove season regulations in Arizona and California and is consistent with the dove season frameworks for all other States in the WMU.

The Pacific Flyway Council adopted a revised management plan for western white-winged doves in August 2024. The Council's plan includes a harvest strategy and establishes a harvest management objective to maintain hunting regulations that meet overall objectives of the plan and are consistent with the National Mourning Dove Harvest Strategy. This is because the dove season includes white-winged and mourning doves in an aggregate daily bag limit. The Council's white-winged dove harvest strategy is based on an assessment of the white-winged dove harvest potential and long-term trend in their abundance provided by the North American Breeding Bird Survey (BBS). The BBS indicates white-winged dove abundance in the WMU is stable over the long term (1968–2022) at about 68 white-winged doves per route in the WMU. Based on current data from the BBS, the Council's white-winged dove harvest strategy prescribes the standard regulatory alternative, which allows an aggregate daily bag limit of 15 doves with no species-specific restrictions in the WMU.

Within the WMU, white-winged doves are most abundant in Arizona. The Arizona spring call count survey indicates white-winged doves have increased in abundance considerably during the recent 10 years. White-winged doves generally begin southward migration from Arizona and California during the 15-day dove season allowed in early September and are south of Arizona and California prior to the late dove season starting as early as November 1. Because of the timing of white-winged dove southward migration, the additional harvest of white-winged doves from this bag limit change is expected to be negligible for white-winged dove harvest in the WMU. There is no expected increase in the harvest of mourning doves, but harvest could be reduced by any buffering effect by increased white-winged dove harvest in the aggregate daily bag limit of doves.

17. Alaska

Council Recommendations: The Pacific Flyway Council recommended several changes to the season frameworks for Alaska. Specifically, the Council recommended closing the hunting season for emperor geese in addition to the recommendations already discussed above under 1. Ducks, 4. Canada and Cackling Geese, and 6. Brant.

Response: We agree with the Pacific Flyway Council's recommendation to close the emperor goose season in Alaska. The Pacific Flyway Council's harvest strategy in their management

plan for the emperor goose uses the Yukon-Kuskokwim Delta Coastal Zone Survey to assess emperor goose population abundance in the spring and prescribe harvest management regulations relative to the Council's population objective and abundance threshold levels. The Council's harvest strategy provides that the emperor goose season will be open with an allowable harvest of 1,000 birds if the Coastal Zone survey abundance index from the previous year is greater than 28,000 birds, open with an allowable harvest of 500 birds if the index is between 23,000 and 28,000 birds and closed if the index is below 23,000 birds. The most recent (2024) Coastal Zone survey abundance index for emperor geese is 18,788 birds, which is 45 percent below the Council's population objective of 34,000 birds and below the abundance level necessary to prescribe an open hunting season for emperor geese.

See above under 1. Ducks, 4. Canada and Cackling Geese, and 6. Brant, for the Service's response to the other Pacific Flyway Council's recommendations for changes to the season frameworks for Alaska.

Required Determinations

National Environmental Policy Act (NEPA) Consideration

The programmatic document, Second Final Supplemental Environmental Impact Statement: Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds (EIS No. 20130139), filed with the Environmental Protection Agency (EPA) on May 24, 2013, addresses NEPA compliance by the Service for issuance of the annual framework regulations for hunting of migratory game bird species. We published a notice of availability in the **Federal Register** on May 31, 2013 (78 FR 32686), and our record of decision on July 26, 2013 (78 FR 45376). We also address NEPA compliance for waterfowl hunting frameworks through the annual preparation of separate environmental assessments, the most recent being the Duck Hunting Regulations for the 2024–25 Season and its corresponding 2024 finding of no significant impact.

Endangered Species Act Consideration

Before issuance of the 2025–26 migratory game bird hunting regulations, we will comply with provisions of the Endangered Species Act of 1973, as amended (ESA; 16 U.S.C. 1531–1543), to ensure that hunting is not likely to jeopardize the continued existence of any species designated as endangered or threatened or adversely modify or destroy its

critical habitat and is consistent with conservation programs for those species. Consultations under section 7 of the ESA may cause us to change proposals in future supplemental proposed rulemaking documents.

Regulatory Planning and Review—E.O.s 12866, 13563, and 14192

E.O. 12866, as reaffirmed by E.O. 13563, provides that the Office of Information and Regulatory Affairs (OIRA) in the Office of Management and Budget (OMB) will review all significant rules. This action is a “significant regulatory action,” as defined under section 3(f)(1) of E.O. 12866 (58 FR 51735, October 4, 1993).

An economic analysis was prepared for the 2025–26 migratory bird hunting season. This analysis was based on data from the 2011 and the 2016 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation (National Survey), the most recent years for which data are available. See discussion under Required Determinations, *Regulatory Flexibility Act*, below. This analysis estimated consumer surplus for four alternatives for hunting regulations. As defined by OMB in Circular A–4, consumers' surplus is the difference between what a consumer pays for a unit of a good or service and the maximum amount the consumer would be willing to pay for that unit. The duck hunting regulatory alternatives are (1) not opening a hunting season; (2) issuing restrictive regulations that allow fewer days than the 2024–25 season; (3) issuing moderate regulations that allow more days than in Alternative 2 but fewer days than the 2024–25 season, and (4) issuing liberal regulations that allow days similar to the 2024–25 season. The estimated consumer surplus associated with liberal regulations issued for the 2024–25 season across all flyways was \$624 million to \$816 million (2024\$). We also chose Alternative 4 (liberal regulations) for the 2009–10 through 2023–24 seasons. The 2025–26 analysis is part of the record for this rulemaking action and is available at <https://www.regulations.gov> at Docket No. FWS-HQ-MB-2024-0127.

This rule is not an E.O. 14192 regulatory action because this rulemaking is related to routine hunting and fishing regulatory actions that establish annual harvest limits.

Regulatory Flexibility Act (5 U.S.C. 601 et seq.)

The annual migratory bird hunting regulations have a significant economic impact on substantial numbers of small entities, such as restaurants, grocery

stores, lodging, transportation, and sporting goods stores under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). A final regulatory flexibility analysis was prepared to analyze the economic impacts of the annual hunting regulations on small business entities. This analysis is updated annually. The primary source of information about hunter expenditures for migratory game bird hunting is the National Survey, which is generally conducted at 5-year intervals. The 2022 National Survey did not collect migratory bird expenditure data, so the 2025–26 migratory bird hunting season analysis is based on the 2022 National Survey's prorated total hunting estimate, 2011 and 2016 National Surveys' migratory bird data, and the U.S. Department of Commerce's County Business Patterns, from which it is estimated that migratory bird hunters will spend approximately \$2.5 billion (2024\$) at small businesses during the 2025–26 migratory bird hunting season. In summary, this final rule will have a significant beneficial economic impact on small entities. Without these annual regulations, States cannot establish migratory bird hunting seasons. A wide range of businesses and individuals benefit economically from the establishment of the annual migratory bird hunting regulations. The final regulatory flexibility analysis can be found in the economic analysis of the migratory game bird hunting regulations for the 2025–26 season. Copies of the economic analysis are available upon request from the person listed above under **FOR FURTHER INFORMATION CONTACT** or from <https://www.regulations.gov> at Docket No. FWS-HQ-MB-2024-0127.

Congressional Review Act

Pursuant to subtitle E of the Small Business Regulatory Enforcement Fairness Act (also known as the Congressional Review Act or CRA, 5 U.S.C. 801 *et seq.*), OIRA found this action meets the definition at 5 U.S.C. 804(2) because it is likely to result in an annual effect on the economy of \$100 million or more. However, because this final rule establishes a regulatory program for activity related to hunting and because hunting seasons are time sensitive, we establish the effective date of this final rule using the exemption in the CRA at 5 U.S.C. 808(1).

*Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*)*

This final rule does not contain any new collection of information that requires approval by OMB under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*). OMB has

previously approved the information collection requirements associated with migratory bird surveys and the procedures for establishing annual migratory bird hunting seasons under the following OMB control numbers:

- 1018–0019, “North American Woodcock Singing Ground Survey” (expires 02/28/2027).
- 1018–0023, “Migratory Bird Surveys, 50 CFR 20.20” (expires 05/31/2026). Includes Migratory Bird Harvest Information Program, Migratory Bird Hunter Surveys, Sandhill Crane Survey, and Parts Collection Survey.
- 1018–0171, “Establishment of Annual Migratory Bird Hunting Seasons, 50 CFR part 20” (expires 10/30/2027).

You may view the information collection request(s) at <https://www.reginfo.gov/public/do/PRAMain>. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

*Unfunded Mandates Reform Act (2 U.S.C. 1501 *et seq.*)*

We have determined and certify, in compliance with the requirements of the Unfunded Mandates Reform Act (2 U.S.C. 1501 *et seq.*) that this final rulemaking does not include any Federal mandate that may result in the expenditure by State, local, and Tribal governments, in the aggregate, or by the private sector, of \$100 million or more (adjusted for inflation) in any 1 year and does not significantly or uniquely affect small governments.

Civil Justice Reform—E.O. 12988

The Department, in promulgating this final rule, has determined that this rule will not unduly burden the judicial system and that it meets the requirements of sections 3(a) and 3(b)(2) of E.O. 12988.

Takings Implication Assessment—E.O. 12630

In accordance with E.O. 12630, this final rule, authorized by the MBTA, does not have significant takings implications and does not affect any constitutionally protected property rights. This final rule would not result in the physical occupancy of property, the physical invasion of property, or the regulatory taking of any property. In fact, this final rule would allow hunters to exercise otherwise unavailable privileges and, therefore, reduces restrictions on the use of private and public property.

Energy Effects—E.O. 13211

E.O. 13211 requires agencies to prepare statements of energy effects when undertaking certain actions. While this final rule is a significant regulatory action under E.O. 12866, it is not likely to have a significant adverse effect on the supply, distribution, or use of energy and has not been designated by OIRA as a significant energy action. Therefore, no statement of energy effects is required.

Government-to-Government Relationship With Tribes

In accordance with the President's memorandum of April 29, 1994, “Government-to-Government Relations with Native American Tribal Governments” (59 FR 22951), E.O. 13175, and 512 DM 2, we have evaluated possible effects on federally recognized Indian Tribes with respect to impacts to Tribes' treaty rights to hunt waterfowl. We have determined that there are de minimis effects on Indian Tribes for that aspect of their treaty rights. Through the process to establish annual hunting regulations, we regularly coordinated with Tribes on concerns related to this final rulemaking action. Tribes have the opportunity to attend spring and fall flyway meetings, provide comments on **Federal Register** publications concerning migratory bird hunting, and, whenever needed, we hold informal consultations with Tribes regarding trust resources, trust assets, health, and safety. Also, while streamlining the migratory bird hunting regulation process, four informational webinars were held to present the new process to Tribes, giving Tribes the opportunity to provide input and to ask questions about the Tribal migratory bird hunting regulations. This final rule would not have substantial direct effects 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.

This final rule is general in nature and does not directly affect any specific Tribal lands, treaty rights, or Tribal trust resources. In addition, this final rule does not interfere with the ability of Tribes to manage themselves or their funds or to regulate migratory bird activities on Tribal lands. Therefore, we conclude that this final rule does not have “Tribal implications” under section 1(a) of E.O. 13175 with respect to waterfowl treaty rights. Thus, formal government-to-government consultation is not required by E.O. 13175 and related policies of the Department of the

Interior. We will continue to collaborate with Tribes on concerns related to migratory bird hunting regulations.

Federalism Effects—E.O. 13132

Due to the migratory nature of certain species of birds, the Federal Government has been given responsibility over these species by the MBTA. We annually prescribe frameworks from which the States make selections regarding the hunting of migratory birds, and we employ guidelines to establish special regulations on Federal Indian reservations and ceded lands. This process preserves the ability of the States and Tribes to determine which seasons meet their individual needs.

Any State or Tribe may be more restrictive in its regulations than the Federal frameworks at any time. The frameworks are developed in a cooperative process with the States and the Flyway Councils. This process allows States to participate in the development of frameworks from which they will make selections, thereby having an influence on their own regulations. This final rule would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with E.O. 13132, these regulations do not have federalism implications and do not warrant the preparation of a federalism summary impact statement.

Regulations Promulgation

The rulemaking process for migratory game bird hunting, by its nature, operates under a time constraint as seasons must be established each year or hunting seasons remain closed. However, we have provided the public with extensive opportunity for public input and involvement in compliance with Administrative Procedure Act requirements. Thus, when the preliminary proposed rulemaking was published, we established what we concluded were the longest periods possible for public comment and the most opportunities for public involvement. We also provided notification of our participation in multiple Flyway Council meetings, opportunities for additional public review and comment on all Flyway Council proposals for regulatory change, and opportunities for additional public review during the SRC meeting. Therefore, sufficient public notice and opportunity for involvement have been given to affected persons regarding the

migratory bird hunting frameworks for the 2025–26 hunting season. Further, after establishment of the final frameworks, States need sufficient time to conduct their own public processes to select season dates and limits, to communicate those selections to us, and to establish and publicize the necessary regulations and procedures to implement their decisions. Thus, if there were a delay in the effective date of these regulations after this final rulemaking, States might not be able to meet their own administrative needs and requirements.

For the reasons cited above, we find that “good cause” exists, pursuant to 5 U.S.C. 553(d)(3) of the Administrative Procedure Act, and these frameworks will take effect immediately upon publication.

Therefore, under authority of the MBTA, as amended (16 U.S.C. 703–711), we prescribe final frameworks setting forth the species to be hunted, the daily bag and possession limits, the shooting hours, the season lengths, the earliest opening and latest closing season dates, and hunting areas, from which State conservation agency officials will select hunting season dates and other options. Upon receipt of season selections from these officials, we will publish a final rulemaking amending 50 CFR part 20 to reflect seasons, limits, and shooting hours for the United States for the 2025–26 seasons.

List of Subjects in 50 CFR Part 20

Exports, Hunting, Imports, Reporting and recordkeeping requirements, Transportation, Wildlife.

Authority

The rules that eventually will be promulgated for the 2025–26 hunting season are authorized under 16 U.S.C. 703–712 and 742 a–j.

Final Regulatory Frameworks for 2025–26 Hunting Seasons on Certain Migratory Game Birds

Pursuant to the Migratory Bird Treaty Act and delegated authorities, the Department of the Interior is establishing the following frameworks for outside dates, season lengths, shooting hours, bag and possession limits, and areas within which States may select seasons for hunting migratory game birds between the dates of September 1, 2025, and March 10, 2026. These frameworks are summarized below.

General

Outside Dates: Outside dates are the earliest and latest dates within which

States may establish hunting seasons. All outside dates specified below are inclusive.

Season Lengths: Season lengths are the maximum number of days hunting may occur within the outside dates for hunting seasons. Days are consecutive and concurrent for all species included in each season framework unless otherwise specified.

Season Segments: Season segments are the maximum number of consecutive-day segments into which the season lengths may be divided. The sum of the hunting days for all season segments may not exceed the season lengths allowed.

Zones: Unless otherwise specified, States may select hunting seasons by zones. Zones for duck seasons (and associated youth and veterans—active military waterfowl hunting days, gallinule seasons, and snipe seasons) and dove seasons may be selected only in years we declare such changes may be made (*i.e.*, open seasons for zones and splits) and according to federally established guidelines for duck and dove zones and split seasons.

Area, Zone, and Unit Descriptions: Areas open to hunting must be described, delineated, and designated as such in each State’s hunting regulations, and, except for early teal seasons, these areas must also be published in the **Federal Register** as a Federal migratory bird hunting frameworks final rule. Geographic descriptions related to regulations are contained in a later portion of this document.

Shooting and Hawking (taking by falconry) Hours: Unless otherwise specified, from one-half hour before sunrise to sunset daily.

Possession Limits: Unless otherwise specified, possession limits are three times the daily bag limits.

Permits: For some species of migratory birds, the Service authorizes the use of permits to regulate harvest or monitor their take by hunters, or both. In such cases, the Service determines the amount of harvest that may be taken during hunting seasons during its formal regulations-setting process, and the States then issue permits to hunters at levels predicted to result in the amount of take authorized by the Service. Thus, although issued by States, the permits will not be valid unless the Service approved such take in its regulations.

These federally authorized, State-issued permits are issued to individuals, and only the individual whose name and address appears on the permit at the time of issuance is authorized to take migratory birds at levels specified in the permit, in accordance with provisions of

both Federal and State regulations governing the hunting season. The permit must be carried by the permittee when exercising its provisions and must be presented to any law enforcement officer upon request. The permit is not transferrable or assignable to another individual, and may not be sold, bartered, traded, or otherwise provided to another person. If the permit is altered or defaced in any way, the permit becomes invalid.

Flyways and Management Units

We generally set migratory bird hunting frameworks for the conterminous United States by Flyway or Management Unit/Region. Frameworks for Alaska, Hawaii, Puerto Rico, and the Virgin Islands are contained in separate sections near the end of the frameworks portion of this document. The States included in the Flyways and Management Units/Regions are described below.

Waterfowl Flyways

Atlantic Flyway: Includes Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia.

Mississippi Flyway: Includes Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin.

Central Flyway: Includes Colorado (east of the Continental Divide), Kansas, Montana (Counties of Blaine, Carbon, Fergus, Judith Basin, Stillwater, Sweetgrass, Wheatland, and all counties east thereof), Nebraska, New Mexico (east of the Continental Divide except the Jicarilla Apache Indian Reservation), North Dakota, Oklahoma, South Dakota, Texas, and Wyoming (east of the Continental Divide).

Pacific Flyway: Includes Arizona, California, Idaho, Nevada, Oregon, Utah, Washington, and those portions of Colorado, Montana, New Mexico, and Wyoming not included in the Central Flyway.

Mallard Management Units

High Plains Management Unit: Roughly defined as that portion of the Central Flyway that lies west of the 100th meridian. See Area, Unit, and Zone Descriptions, *Ducks (Including Mergansers) and Coots*, below, for specific boundaries in each State.

Columbia Basin Management Unit: In Washington, all areas east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County; and

in Oregon, the counties of Gilliam, Morrow, and Umatilla.

Mourning Dove Management Units

Eastern Management Unit: All States east of the Mississippi River, and Louisiana.

Central Management Unit: Arkansas, Colorado, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming.

Western Management Unit: Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington.

Woodcock Management Regions

Eastern Management Region: Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia.

Central Management Region: Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, and Wisconsin.

Definitions

For the purpose of the hunting season frameworks listed below, the collective terms “dark” and “light” geese include the following species:

Dark geese: Canada geese, cackling geese, white-fronted geese, brant (except in Alaska, California, Oregon, Washington, and the Atlantic Flyway), and all other goose species except light geese.

Light geese: Snow (including blue) geese and Ross’s geese.

Migratory Game Bird Seasons in the Atlantic Flyway

In the Atlantic Flyway States of Connecticut, Maine, Maryland, Massachusetts, New Jersey, North Carolina, and Pennsylvania, if Sunday hunting of migratory birds is prohibited statewide by State law or regulation, all Sundays are closed to the take of all migratory game birds. For these States where Sunday hunting is prohibited statewide by State law or regulation, the State may extend their hunting season length beyond the framework season length for any migratory game bird by one day for each Sunday included in the State’s regular hunting season. Total season days must be within the season framework outside dates; season days must be consecutive except as provided in framework split-season provisions; and total season length (including

extended falconry and other special seasons) must not exceed 107 days.

Season Frameworks

Special Youth and Veterans—Active Military Personnel Waterfowl Hunting Days

Outside Dates and Season Lengths: States may select 2 days per duck-hunting zone, designated as “Youth Waterfowl Hunting Days,” and 2 days per duck-hunting zone, designated as “Veterans and Active Military Personnel Waterfowl Hunting Days,” in addition to their regular duck seasons. The days may be held concurrently or may be nonconsecutive. The Youth Waterfowl Hunting Days must be held outside any regular duck season on weekends, holidays, or other non-school days when youth hunters have the maximum opportunity to participate. Both sets of days may be held up to 14 days before or after any regular duck-season frameworks or within any split of a regular duck season, or within any other open season on migratory birds.

Daily Bag Limits: The daily bag limits may include ducks, geese, swans, mergansers, coots, and gallinules. Bag limits are the same as those allowed in the regular season except in States that implement a hybrid season for scaup (*i.e.*, different bag limits during different portions of the season), in which case the bag limit will be 2 scaup per day. Flyway species and area restrictions remain in effect.

Participation Restrictions for Youth Waterfowl Hunting Days: States may use their established definition of age for youth hunters. However, youth hunters must be under the age of 18. In addition, an adult at least 18 years of age must accompany the youth hunter into the field. This adult may not duck hunt but may participate in other seasons that are open on the special youth day. Swans may be taken only by participants possessing applicable swan permits.

Participation Restrictions for Veterans and Active Military Personnel Waterfowl Hunting Days: Veterans (as defined in section 101 of title 38, United States Code) and members of the Armed Forces on active duty, including members of the National Guard and Reserves on active duty (other than for training), may participate. Swans may be taken only by participants possessing applicable swan permits.

Special Early Teal Seasons

Areas:

Atlantic Flyway: Delaware, Florida, Georgia, Maryland, North Carolina, South Carolina, and Virginia.

Mississippi Flyway: Alabama, Arkansas, Illinois, Indiana, Iowa,

Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin.

Central Flyway: Colorado (part), Kansas, Nebraska, New Mexico (part), Oklahoma, and Texas.

Outside Dates: September 1–30.

Season Lengths: 9 days.

Daily Bag Limits: 6 teal.

Shooting Hours: One-half hour before sunrise to sunset, except in the States of Arkansas, Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, South Carolina, and Wisconsin, where the hours are from sunrise to sunset.

Special Early Teal-Wood Duck Seasons

Areas: Florida, Kentucky, and Tennessee.

Seasons: In lieu of a special early teal season, a 5-consecutive-day teal-wood duck season may be selected in September. The daily bag limit may not exceed 6 teal and wood ducks in the aggregate, of which no more than 2 may be wood ducks.

Duck, Merganser, Coot, and Goose Seasons

Atlantic Flyway

Duck, Merganser, and Coot Seasons

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths and Daily Bag Limits: 60 days. The daily bag limit is 6 ducks, including no more than 4 mallards (no more than 2 of which may be female), 2 black ducks, 3 pintails, 1 mottled duck, 1 fulvous whistling duck, 3 wood ducks, 2 redheads, 2 canvasbacks, and 4 sea ducks (including no more than 3 scoters, 3 long-tailed ducks, or 3 eiders and no more than 1 female eider). The season for scaup may be split into 2 segments, with one segment consisting of 40 consecutive days with a 1-scaup daily bag limit, and the second segment consisting of 20 consecutive days with a 2-scaup daily bag limit. The daily bag limit of mergansers is 5. In States that include mergansers in the duck bag

limit, the daily limit is the same as the duck bag limit. The daily bag limit of coots is 15.

Closed Seasons: There is no open season on the harlequin duck.

Zones and Split Seasons: Delaware, Florida, Georgia, Rhode Island, South Carolina, and West Virginia may split their seasons into 3 segments. Maine, Massachusetts, New Hampshire, New Jersey, and Vermont may select seasons in each of 3 zones; Pennsylvania may select seasons in each of 4 zones; New York may select seasons in each of 5 zones; and all these States may split their season in each zone into 2 segments. Connecticut, Maryland, North Carolina, and Virginia may select seasons in each of 2 zones, and all of these States may split their season in each zone into 3 segments. Connecticut, Maryland, North Carolina, and Virginia must conduct an evaluation of the impacts of zones and splits on hunter dynamics (*e.g.*, hunter numbers, satisfaction) and harvest during the 2021–25 seasons.

Other Provisions: The seasons, limits, and shooting hours should be the same between New York's Lake Champlain Zone and Vermont's Lake Champlain Zone, and between Vermont's Connecticut River Zone and New Hampshire's Inland Zone.

A craft under power may be used to shoot and retrieve dead or crippled birds in the Special Sea Duck Area in the Atlantic Flyway. The Special Sea Duck Area includes all coastal waters and all waters of rivers and streams seaward from the first upstream bridge in Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, and New York; in New Jersey, all coastal waters seaward from the International Regulations for Preventing Collisions at Sea (COLREGS) Demarcation Lines shown on National Oceanic and Atmospheric Administration (NOAA) Nautical Charts and further described in 33 CFR 80.165, 80.501, 80.502, and 80.503; in any waters of the Atlantic Ocean and in any

tidal waters of any bay that are separated by at least 1 mile of open water from any shore, island, and emergent vegetation in South Carolina and Georgia; and in any waters of the Atlantic Ocean and in any tidal waters of any bay that are separated by at least 800 yards of open water from any shore, island, and emergent vegetation in Delaware and North Carolina. In Virginia, the Special Sea Duck Area includes all ocean waters of Virginia, the tidal waters of Northampton and Accomack Counties up to the first highway bridge, and the Chesapeake Bay and each of its tributaries up to the first highway bridge; Back Bay and its tributaries are not included. In Maryland, the Special Sea Duck Area includes portions of the waters of the Atlantic Ocean and the Chesapeake Bay and its tributaries. The Special Sea Duck Area in each State must be described, delineated, and designated as such in each State's hunting regulations.

Special Early Canada and Cackling Goose Seasons

Outside Dates and Season Lengths: 15 days during September 1–15 in the Eastern Unit of Maryland; 30 days during September 1–30 in Connecticut, Florida, Georgia, New Jersey, Long Island Zone of New York, North Carolina, Rhode Island, and South Carolina; and 25 days during September 1–25 in the remainder of the Atlantic Flyway.

Daily Bag Limits: 15 geese in the aggregate.

Shooting Hours: One-half hour before sunrise to sunset, except that during any special early Canada and cackling goose season, shooting hours may extend to one-half hour after sunset if all other waterfowl seasons are closed in the specific applicable area.

Dark Goose Seasons

Outside Dates, Season Lengths, and Daily Bag Limits: Regulations are State and zone specific as provided below.

Area	Outside dates	Season length	Daily bag limit	Season segments
<i>Connecticut:</i>				
Atlantic Population (AP) Zone	Oct 10–Feb 5	30	1	2
AP Zone Late Season Area (Special season)	Dec 15–Feb 15	54	5	1
North Atlantic Population (NAP) Zone	Oct 1–Jan 31	60	2	2
NAP Late Season Area (Special season)	Jan 15–Feb 15	28	5	1
Resident Population (RP) Zone	Oct 1–Feb 15	80	5	3
<i>Delaware</i>	Nov 15–Feb 5	30	1	2
<i>Florida</i>	Oct 1–Mar 10	80	5	3
<i>Georgia</i>	Oct 1–Mar 10	80	5	3
<i>Maine:</i>				
North NAP High Harvest Zone	Oct 1–Jan 31	60	2	2
South NAP High Harvest Zone	Oct 1–Jan 31	60	2	2

Area	Outside dates	Season length	Daily bag limit	Season segments
Coastal NAP Low Harvest Zone	Oct 1–Feb 15	70	3	2
<i>Maryland:</i>				
AP Zone	Nov 15–Feb 5	30	1	2
RP Zone	Nov 15–Mar 10	80	5	3
<i>Massachusetts:</i>				
AP Zone	Oct 10–Feb 5	30	1	2
AP Zone Late Season Area (Special season)	Dec 15–Feb 15	54	5	1
NAP Zone	Oct 1–Jan 31	60	2	2
NAP Late Season Area (Special season)	Jan 15–Feb 15	28	5	1
<i>New Hampshire</i>	Oct 1–Jan 31	60	2	2
<i>New Jersey:</i>				
AP Zone	Fourth Saturday in Oct (25)–Feb 5	30	1	2
NAP Zone	Oct 1–Jan 31	60	2	2
Special Late Season Area (Special season)	Jan 15–Feb 15	28	5	1
<i>New York:</i>				
AP Zone	Fourth Saturday in Oct (25)–Feb 5	30	1	2
AP (Lake Champlain) Zone	Oct 10–Feb 5	30	1	2
NAP High Harvest Zone	Oct 1–Jan 31	60	2	2
NAP Low Harvest Zone	Oct 1–Feb 15	70	3	2
Western Long Island RP Zone	Saturday nearest Sep 24 (27)–last day of Feb (28).	107	8	3
Remainder of RP Zone	Fourth Saturday in Oct (25)–last day of Feb (28).	80	5	3
AP (Lake Champlain) Zone Late Season (Special season).	Dec 1–Feb 15	77	5	1
<i>North Carolina:</i>				
Northeast Zone	Saturday prior to Dec 25 (20)–Jan 31	30	1	1
RP Zone	Oct 1–Mar 10	80	5	3
<i>Pennsylvania:</i>				
AP Zone	Fourth Saturday in Oct (25)–Feb 5	30	1	2
RP Zone	Fourth Saturday in Oct (25)–Mar 10	80	5	3
<i>Rhode Island:</i>				
Statewide	Oct 1–Jan 31	60	2	2
Late Season Area (Special season)	Jan 15–Feb 15	32	5	2
<i>South Carolina</i>	Oct 1–Mar 10	80	5	3
<i>Vermont:</i>				
Connecticut River Zone	Oct 1–Jan 31	60	2	2
Interior Zone	Oct 10–Feb 5	30	1	2
Lake Champlain Zone	Oct 10–Feb 5	30	1	2
Interior, and Lake Champlain Zones Late Season (Special Season).	Dec 1–Feb 15	77	5	1
<i>Virginia:</i>				
AP Zone	Nov 15–Feb 5	30	1	2
RP Zone	Nov 15–Mar 10	80	5	3
<i>West Virginia</i>	Oct 1–Mar 10	80	5	3

Light Goose Seasons

Outside Dates: October 1–March 10.

Season Lengths: 107 days. Seasons may be split into 3 segments.

Daily Bag limits: 25 light geese. There is no possession limit.

Brant Seasons

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths: 30 days. Seasons may be split into 2 segments.

Daily Bag Limits: 1 brant.

Mississippi Flyway**Duck, Merganser, and Coot Seasons**

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths and Daily Bag Limits:

60 days. The daily bag limit is 6 ducks, including no more than 4 mallards (no more than 2 of which may be females), 1 mottled duck, 2 black ducks, 3 pintails, 3 wood ducks, 2 canvasbacks, and 2 redheads. In Louisiana (the only high-harvest State in the Mississippi Flyway for mottled ducks), the daily bag limit for mottled ducks is zero for the first 15 days. The season for scaup may be split into 2 segments, with one segment consisting of 45 days with a 2-scaup daily bag limit, and the second segment consisting of 15 days with a 1-scaup daily bag limit. The daily bag limit of mergansers is 5, only 2 of which may be hooded mergansers. In States that include mergansers in the duck bag limit, the daily limit is the same as the duck bag limit, only 2 of which may be

hooded mergansers. The daily bag limit of coots is 15.

Zones and Split Seasons: Alabama, Arkansas, and Mississippi may split their seasons into 3 segments. Kentucky and Tennessee may select seasons in each of 2 zones; Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin may select seasons in each of 3 zones; and all these States may split their season in each zone into 2 segments. Illinois may select seasons in each of 4 zones. Louisiana may select seasons in each of 2 zones and may split their season in each zone into 3 segments. Louisiana must conduct an evaluation of the impacts of zones and splits on hunter dynamics (e.g., hunter numbers, satisfaction) and harvest during the 2021–25 seasons.

Canada and Cackling Goose Seasons

Outside Dates: September 1–February 15.

Season Lengths: 107 days, which may be split into 4 segments.

Daily Bag Limits: 5 geese in the aggregate.

Shooting Hours: One-half hour before sunrise to sunset, except that during September 1–15 shooting hours may extend to one-half hour after sunset for Canada and cackling geese if all other waterfowl and crane seasons are closed in the specific applicable area.

White-Fronted Goose Seasons

Outside Dates: September 1–February 15.

Season Lengths and Daily Bag Limits: 74 days with a daily bag limit of 3 geese, 88 days with a daily bag limit of 2 geese, or 107 days with a daily bag limit of 1 goose. Seasons may be split into 4 segments.

Brant Seasons

Outside Dates: September 1–February 15.

Season Lengths and Daily Bag Limits: 70 days with a daily bag limit of 2 brant or 107 days with a daily bag limit of 1 brant. Seasons may be split into 4 segments.

Other Provisions: In lieu of a separate brant season, brant may be included in the season for Canada and cackling geese with a daily bag limit of 5 geese in the aggregate.

Dark Goose Seasons

Areas: Alabama, Iowa, Indiana, Michigan, Minnesota, Ohio, and Wisconsin in lieu of separate seasons for Canada and cackling geese, white-fronted geese, and brant.

Outside Dates: September 1–February 15.

Season Lengths: 107 days, which may be split into 4 segments.

Daily Bag Limits: 5 geese in the aggregate.

Light Goose Seasons

Outside Dates: September 1–February 15.

Season Lengths: 107 days, which may be split into 4 segments.

Daily Bag and Possession Limits: The daily bag limit is 20 geese. There is no possession limit for light geese.

Central Flyway

Ducks, Merganser, and Coot Seasons

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths and Duck Daily Bag Limits: 74 days, except in the High

Plains Mallard Management Unit where the season length is 97 days and the last 23 days must be consecutive and may start no earlier than the Saturday nearest December 10 (December 13). The daily bag limit is 6 ducks and mergansers in the aggregate, including no more than 5 mallards (no more than 2 of which may be females), 2 redheads, 3 wood ducks, 3 pintails, 1 scaup, and 2 canvasbacks. In Texas, the daily bag limit on mottled ducks is 1, except that no mottled ducks may be taken during the first 5 days of the season. In addition to the daily limits listed above, the States of Montana, North Dakota, South Dakota, and Wyoming, in lieu of selecting an experimental September teal season, may include an additional daily bag and possession limit of 2 and 6 blue-winged teal, respectively, during the first 9 days of the regular duck season in each respective duck hunting zone. These extra limits are in addition to the regular duck bag and possession limits.

Coot Daily Bag Limits: 15 coots.

Zones and Split Seasons: Colorado, Kansas (Low Plains portion), Montana, Nebraska, New Mexico, Oklahoma (Low Plains portion), South Dakota (Low Plains portion), Texas (Low Plains portion), and Wyoming may select hunting seasons by zones.

North Dakota may split their season into 3 segments. Montana, New Mexico, Oklahoma, and Texas may select seasons in each of 2 zones; Colorado, Kansas, South Dakota, and Wyoming may select seasons in each of 3 zones; and all these States may split their season in each zone into 2 segments. Nebraska may select seasons in each of 4 zones.

Special Early Canada and Cackling Goose Seasons

Outside Dates and Seasons Lengths: In Kansas, Nebraska, Oklahoma, South Dakota, and Texas, 30 days between September 1–30; in Colorado, New Mexico, Montana, and Wyoming, Canada and cackling goose seasons of not more than 15 days between September 1–15; and in North Dakota, 22 days between September 1–22.

Daily Bag Limits: 5 geese in the aggregate in Colorado, New Mexico, Montana, Wyoming, and Texas; 8 geese in the aggregate in Kansas, Nebraska, and Oklahoma; and 15 geese in the aggregate in North Dakota and South Dakota.

Shooting Hours: One-half hour before sunrise to sunset, except that during September 1–15 shooting hours may extend to one-half hour after sunset if all other waterfowl and crane seasons are closed in the specific applicable area.

Canada Goose, Cackling Goose, and Brant Seasons

Outside Dates: Saturday nearest September 24 (September 27)–the Sunday nearest February 15 (February 15).

Seasons and Daily Bag Limits: In Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and the Eastern Goose Zone of Texas, 107 days with a daily bag limit of 8 geese; in Colorado, Montana, New Mexico, and Wyoming, 107 days with a daily bag limit of 5 geese; and in Texas (Western Goose Zone), 95 days with a daily bag limit of 5 geese.

Split Seasons: Seasons may be split into 3 segments. Three-segment seasons require Central Flyway Council and U.S. Fish and Wildlife Service approval, and a 3-year evaluation by each participating State.

White-Fronted Goose Seasons

Outside Dates: Saturday nearest September 24 (September 27)–the Sunday nearest February 15 (February 15).

Season Length and Daily Bag Limits:

East-tier States (Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and Texas except for the Western Goose Zone): Either 74 days with a daily bag limit of 3 geese, or 88 days with a daily bag limit of 2 geese, or 107 days with a daily bag limit of 1 goose.

West-tier States (Colorado, Montana, New Mexico, Wyoming, and the Western Goose Zone of Texas): 107 days, except 95 days in the Western Goose Zone of Texas. The daily bag limit is 5 dark geese in the aggregate.

Split Seasons: Seasons may be split into 3 segments. Three-segment seasons require Central Flyway Council and U.S. Fish and Wildlife Service approval, and a 3-year evaluation by each participating State.

Light Goose Seasons

Outside Dates: Saturday nearest September 24 (September 27)–March 10.

Season Lengths: 107 days. Seasons may be split into 3 segments.

Daily Bag and Possession Limits: The daily bag limit is 50 with no possession limit.

Other Provisions: In the Rainwater Basin Light Goose Area (East and West) of Nebraska, temporal and spatial restrictions that are consistent with the late-winter snow goose hunting strategy cooperatively developed by the Central Flyway Council and the Service are required.

Pacific Flyway**Duck, Merganser, Coot, and Gallinule Seasons**

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths and Daily Bag Limits: 107 days. The daily bag limit is 7 ducks and mergansers in the aggregate, including no more than 2 female mallards, 3 pintails, 2 canvasbacks, 2 scaup, and 2 redheads. For scaup, the season length is 86 days, which may be split according to applicable zones and split duck hunting configurations approved for each State. The daily bag limit of coots and gallinules is 25 in the aggregate.

Zones and Split Seasons: Montana and New Mexico may split their seasons into 3 segments. Arizona, Colorado, Oregon, Utah, Washington, and Wyoming may select seasons in each of 2 zones; Nevada may select seasons in each of 3 zones; California may select seasons in each of 5 zones; and all these States may split their season in each zone into 2 segments. Idaho may select seasons in each of 4 zones.

Other Provisions: The seasons, limits, and shooting hours should be the same between the Colorado River Zone of California and the South Zone of Arizona.

Goose Seasons**Special Early Canada and Cackling Goose Seasons**

Outside Dates: September 1–20.

Season Lengths: 15 days.

Daily Bag Limits: 5 geese in the aggregate, except in Pacific County, Washington, where the daily bag limit is 15 geese in the aggregate.

Canada Goose, Cackling Goose, and Brant Seasons

Outside Dates: Except as subsequently provided, Saturday nearest September 24 (September 27)–February 15.

Season Lengths: Except as subsequently provided, 107 days.

Daily Bag Limits: Except as subsequently provided, in Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming, the daily bag limit is 5 Canada and cackling geese and brant in the aggregate. In Oregon and Washington, the daily bag limit is 4 Canada and cackling geese in the aggregate. In California, the daily bag limit is 10 Canada and cackling geese in the aggregate.

Split Seasons: Seasons may be split into 3 segments. Three-segment seasons require Pacific Flyway Council and U.S. Fish and Wildlife Service approval and

a 3-year evaluation by each participating State.

Other provisions:

California: In the Balance of State Zone, outside dates are Saturday nearest September 24 (September 27) and March 10. The season may be split into 3 segments. In the Balance of State Zone, North Coast Special Management Area, hunting days that occur after January 31 should be concurrent with Oregon's South Coast Zone.

Oregon: In the Northwest Permit Zone, the season length is 74 days. The daily bag limit is 2 Canada and cackling geese in the aggregate. The season may be split into 3 segments. In the South Coast Zone, outside dates are the Saturday nearest September 24 (September 27) and March 10. The daily bag limit is 6 Canada and cackling geese in the aggregate. The season may be split into 3 segments. Hunting days that occur after January 31 should be concurrent with California's Balance of State Zone, North Coast Special Management Area.

Washington: In Areas 2 Inland and 2 Coastal (Southwest Permit Zone), the season length is 74 days. The daily bag limit is 2 Canada and cackling geese in the aggregate. In Areas 1 and 3, the daily bag limit is 3 Canada and cackling geese in the aggregate. The season may be split into 3 segments. In Area 4, the season may be split into 3 segments.

Permit Zones: In Oregon and Washington permit zones, the hunting season is closed on dusky Canada geese. A dusky Canada goose is any dark-breasted Canada goose (Munsell 10 YR color value 5 or less) with a bill length between 40 and 50 millimeters. Hunting is by State-issued permit only. Shooting hours for geese may begin no earlier than sunrise. Regular Canada and cackling goose seasons in the permit zones of Oregon and Washington remain subject to the Memorandum of Understanding entered into with the Service regarding monitoring the impacts of take during the regular Canada and cackling goose season on the dusky Canada goose population.

Brant Seasons

Areas: California, Oregon, and Washington.

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths and Daily Bag Limits: 19 days and 2 brant.

Zones: Washington and California may select seasons in each of 2 zones.

Other Provisions: In Oregon and California, the brant season must end no later than December 15.

White-Fronted Goose Seasons

Outside Dates: Saturday nearest September 24 (September 27)–March 10.

Season Lengths: 107 days.

Daily Bag Limits: Except as subsequently provided, 10 geese.

Split Seasons: Seasons may be split into 3 segments. Three-segment seasons require Pacific Flyway Council and U.S. Fish and Wildlife Service approval and a 3-year evaluation by each participating State.

Other Provisions:

California: In the Balance of State Zone, Sacramento Valley Special Management Area, the season must end on or before December 28, and the daily bag limit is 3 white-fronted geese. In the Balance of State Zone, North Coast Special Management Area, hunting days that occur after January 31 should be concurrent with Oregon's South Coast Zone. In the Northeastern Zone, the season may be split into 3 segments.

Oregon: In the Eastern Zone, for Lake County only, the daily bag limit is 1 white-fronted goose. In the Mid-Columbia Zone, Northwest Permit Zone, and South Coast Zone, the seasons may be split into 3 segments. In Oregon's South Coast Zone, hunting days that occur after January 31 should be concurrent with California's Balance of State Zone, North Coast Special Management Area.

Washington: In Areas 2 Inland and 2 Coastal (Southwest Permit Zone) and Area 4, seasons may be split into 3 segments.

Light Goose Seasons

Outside Dates: Saturday nearest September 24 (September 27)–March 10.

Season Lengths: 107 days. Seasons may be split into 3 segments.

Daily Bag Limits: 20 geese, except in Washington where the daily bag limit for light geese is 10 on or before the last Sunday in January (January 25).

Swan Seasons**Pacific Flyway**

Areas: Idaho, Montana, Nevada, and Utah.

Outside Dates: Saturday nearest September 24 (September 27)–January 31.

Season Lengths: 107 days. Seasons may be split into 2 segments.

Permits: Hunting is by State-issued permit only. The total number of permits issued may not exceed 50 in Idaho, 500 in Montana, 750 in Nevada, and 2,750 in Utah. Permits will authorize the take of no more than 1 swan per permit. Only 1 permit may be issued per hunter in Idaho, Montana, and Utah; 2 permits may be issued per hunter in Nevada.

Quotas: The swan season in the respective State must end upon attainment of the following reported harvest of trumpeter swans: 20 in Utah and 10 in Nevada. There is no quota in Idaho and Montana.

Monitoring: Each State must evaluate hunter participation, species-specific swan harvest, and hunter compliance in providing either species-determinant parts (at least the intact head) or bill measurements (bill length from tip to posterior edge of the nares opening, and presence or absence of yellow lore spots on the bill in front of the eyes) of harvested swans for species identification. Each State should use appropriate measures to maximize hunter compliance with the State's program for swan harvest reporting. Each State must achieve a hunter compliance of at least 80 percent in providing species-determinant parts or bill measurements of harvested swans for species identification, or subsequent permits will be reduced by 10 percent in the respective State. Each State must provide to the Service by June 30 following the swan season a report detailing hunter participation, species-specific swan harvest, and hunter compliance in reporting harvest. In Idaho and Montana, all hunters that harvest a swan must complete and submit a reporting card (bill card) with the bill measurement and color information from the harvested swan within 72 hours of harvest for species determination. In Utah and Nevada, all hunters that harvest a swan must have the swan or species-determinant parts examined by a State or Federal biologist within 72 hours of harvest for species determination.

Other Provisions: In Utah, the season is subject to the terms of the Memorandum of Agreement entered into with the Service in January 2019 regarding harvest monitoring, season closure procedures, and education requirements to minimize take of trumpeter swans during the swan season.

Atlantic and Central Flyways

Areas: Delaware, North Carolina, and Virginia in the Atlantic Flyway and North Dakota, South Dakota east of the Missouri River, and part of Montana in the Central Flyway.

Outside Dates: October 1–January 31 in the Atlantic Flyway and the Saturday nearest October 1 (October 4)–January 31 in the Central Flyway.

Season Lengths: 90 days in the Atlantic Flyway and 107 days in the Central Flyway.

Permits: Hunting is by permit only. Permits will be issued by the States. No

more than 5,600 permits may be issued in the Atlantic Flyway including 272 in Delaware; 4,853 in North Carolina; and 475 in Virginia. No more than 4,000 permits may be issued in the Central Flyway including 500 in Montana; 2,200 in North Dakota; and 1,300 in South Dakota. Permits will authorize the take of no more than 1 swan per permit. A second permit may be issued to hunters from unissued permits remaining after the first drawing. Unissued permits may be reallocated to States within a flyway.

Monitoring: Each State must evaluate hunter participation, species-specific swan harvest, and hunter compliance in providing measurements of harvested swans for species identification. Each State should use appropriate measures to maximize hunter compliance with the State's program for swan harvest reporting. Each State must achieve a hunter compliance of at least 80 percent in providing species-determinant measurements of harvested swans for species identification. Each State must provide to the Service by June 30 following the swan season a report detailing hunter participation, species-specific swan harvest, and hunter compliance in reporting harvest.

Other Provisions: In lieu of a general swan hunting season, States may select a season only for tundra swans. States selecting a season only for tundra swans must obtain harvest and hunter participation data.

Sandhill Crane Seasons

Mississippi Flyway

Areas: Alabama, Kentucky, Minnesota, and Tennessee.

Outside Dates: September 1–February 28 in Minnesota, and September 1–January 31 in Alabama, Kentucky, and Tennessee.

Season Lengths: 37 days in the designated portion of Minnesota's Northwest Goose Zone, and 60 days in Alabama, Kentucky, and Tennessee.

Daily Bag and Possession Limits: The daily bag limit is 2 cranes in Minnesota and Kentucky, and 3 cranes in Alabama and Tennessee. In Alabama, Kentucky, and Tennessee, the seasonal bag limit is 3 cranes.

Permits: Hunting is by State-issued permit only.

Other Provisions: The number of permits, open areas, season dates, protection plans for other species, and other provisions of seasons must be consistent with Council management plans and approved by the Mississippi Flyway Council.

Central Flyway

Areas: Colorado, Kansas, Montana, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming.

Outside Dates: September 1–February 28.

Season Lengths: 37 days in Texas (Zone C), 58 days in Colorado, Kansas, Montana, North Dakota, South Dakota, and Wyoming, and 93 days in New Mexico, Oklahoma, and Texas.

Daily Bag Limits: 3 cranes, except 2 cranes in North Dakota (Area 2) and Texas (Zone C).

Permits: Hunting is by permit only. Permits will be issued by the States.

Central and Pacific Flyways

Areas: Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming within the range of the Rocky Mountain Population (RMP) of sandhill cranes.

Outside Dates: September 1–January 31.

Season Lengths: 60 days. The season may be split into 3 segments.

Daily Bag and Possession limits: The daily bag limit is 3 cranes, and the possession limit is 9 cranes per season.

Permits: Hunting is by State-issued permit only.

Other Provisions: Numbers of permits, open areas, season dates, protection plans for other species, and other provisions of seasons must be consistent with Councils' management plan and approved by the Central and Pacific Flyway Councils, with the following exceptions:

1. In Utah, 100 percent of the harvest will be assigned to the RMP crane quota;
2. In Arizona, monitoring the species composition of the harvest must be conducted at 3-year intervals unless 100 percent of the harvest will be assigned to the RMP crane quota;
3. In Idaho, 100 percent of the harvest will be assigned to the RMP crane quota; and
4. In the Estancia Valley hunt area of New Mexico, harvest and species composition must be monitored; greater sandhill cranes in the harvest will be assigned to the RMP crane quota.

Gallinule Seasons

Atlantic, Mississippi, and Central Flyways

Outside Dates: September 1–January 31.

Season Lengths: 70 days.

Daily Bag Limits: 15 gallinules.

Zones and Split Seasons: Seasons may be selected by zones established for duck hunting. The season in each zone may be split into 2 segments.

Pacific Flyway

States in the Pacific Flyway may select their hunting seasons between the outside dates for the season on ducks, mergansers, and coots; therefore, Pacific Flyway frameworks for gallinules are included with the duck, merganser, and coot frameworks.

Rail Seasons

Areas: Atlantic, Mississippi, and Central Flyways and the Pacific Flyway portions of Colorado, Montana, New Mexico, and Wyoming.

Outside Dates: September 1–January 31.

Season Lengths: 70 days. Seasons may be split into 2 segments.

Daily Bag Limits

Clapper and King Rails: In

Connecticut, Delaware, Maryland, New Jersey, and Rhode Island, 10 rails in the aggregate. In Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Texas, and Virginia, 15 rails in the aggregate.

Sora and Virginia Rails: 25 rails in the aggregate.

Snipe Seasons

Outside Dates: September 1–February 28, except in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Vermont, and Virginia, where the season must end no later than January 31.

Season Lengths: 107 days.

Daily Bag limits: 8 snipe.

Zones and Split Seasons: Seasons may be selected by zones established for duck seasons. The season in each zone may be split into 2 segments.

American Woodcock Seasons

Areas: Eastern and Central Management Regions.

Outside Dates: September 13–January 31.

Season Lengths: Except as subsequently provided, 45 days.

Daily Bag Limits: 3 woodcock.

Zones and Split Seasons: Seasons may be split into 2 segments. New Jersey may select seasons in each of 2 zones. The season in each zone may not exceed 36 days.

Band-Tailed Pigeon Seasons

California, Oregon, Washington, and Nevada

Outside Dates: September 15–January 1.

Seasons Lengths: 9 days.

Daily Bag Limits: 2 pigeons.

Zones: California may select seasons in each of 2 zones. The season in each zone may not exceed 9 days. The season

in the North Zone must close by October 3.

Arizona, Colorado, New Mexico, and Utah

Outside Dates: September 1–November 30.

Season Lengths: 14 days.

Daily Bag Limits: 2 pigeons.

Zones: New Mexico may select seasons in each of 2 zones. The season in each zone may not exceed 14 days. The season in the South Zone may not open until October 1.

Dove Seasons

Eastern Management Unit

Outside Dates: September 1–January 31.

Season Lengths: 90 days.

Daily Bag Limits: 15 mourning and white-winged doves in the aggregate.

Zones and Split Seasons: Seasons may be split into 3 segments; Alabama, Louisiana, and Mississippi may select seasons in each of 2 zones and may split their season in each zone into 3 segments.

Central Management Unit

Outside Dates: September 1–January 15.

Season Lengths: 90 days.

All States Except Texas

Daily Bag Limits: 15 mourning and white-winged doves in the aggregate.

Zones and Split Seasons: Seasons may be split into 3 segments; New Mexico may select seasons in each of 2 zones and may split their season in each zone into 3 segments.

Texas

Daily Bag Limits: 15 mourning, white-winged, and white-tipped doves in the aggregate, of which no more than 2 may be white-tipped doves.

Zones and Split Seasons: Texas may select hunting seasons for each of 3 zones subject to the following conditions:

1. The season may be split into 2 segments, except in that portion of Texas in which the special white-winged dove season is allowed, where a limited take of mourning and white-tipped doves may also occur during that special season (see Special White-winged Dove Area in Texas, below).

2. A season may be selected for the North and Central Zones between September 1 and January 25; and for the South Zone between September 14 and January 25.

Special White-winged Dove Season in Texas

In addition, Texas may select a hunting season of not more than 6 days,

which may be split into 3 segments, for the Special White-winged Dove Area between September 1 and 19. The daily bag limit may not exceed 15 white-winged, mourning, and white-tipped doves in the aggregate, of which no more than 2 may be mourning doves and no more than 2 may be white-tipped doves. Shooting hours are from noon to sunset.

Western Management Unit

Outside Dates: September 1–January 15.

Season Lengths: 60 days.

Daily Bag Limits: 15 mourning and white-winged doves in the aggregate.

Zones and Split Seasons: Idaho, Nevada, Utah, and Washington may split their seasons into 2 segments. Oregon may select hunting seasons in each of 2 zones and may split their season in each zone into 2 segments. Arizona and California may split their seasons between 2 periods, September 1–15 and November 1–January 15.

Alaska

Duck, Goose, Sandhill Crane, and Snipe Seasons

Outside Dates: Except as subsequently provided, September 1–January 26.

Season Lengths: Except as subsequently provided, 107 days for ducks, geese, sandhill cranes, and snipe. The season length for brant is 51 days.

Zones and Split Seasons: A season may be established in each of 5 zones. The season in the Southeast Zone may be split into 2 segments.

Closed Seasons: The hunting season is closed on the emperor goose, spectacled eider, and Steller's eider.

Daily Bag and Possession Limits and Special Conditions

Ducks: The basic daily bag limit is 7 ducks. The basic daily bag limit in the North Zone is 10 ducks, and in the Gulf Coast Zone is 8 ducks. The basic daily bag limits may include 2 canvasbacks and may not include sea ducks.

In addition to the basic daily bag limits, the sea duck daily bag limit is 10, including 6 each of either harlequin or long-tailed ducks. Sea ducks include scoters, common and king eiders, harlequin ducks, long-tailed ducks, and common, hooded, and red-breasted mergansers.

Light Geese: The daily bag limit is 6 geese.

Canada and Cackling Geese: The daily bag limit is 4 Canada and cackling geese in the aggregate with the following exceptions, and subject to the following conditions:

1. In Game Management Units (Units) 5 and 6, in the Gulf Coast Zone, outside dates are September 28–December 16.

2. On Middleton Island in Unit 6, in the Gulf Coast Zone, all hunting is by permit only. Each hunter is required to complete a mandatory Canada and cackling goose identification class prior to being issued a permit. Hunters must check in and check out when hunting. The daily bag and possession limits are 1 goose. The season will close if incidental harvest includes 5 dusky Canada geese. A dusky Canada goose is any dark-breasted Canada goose (Munsell 10 YR color value 5 or less) with a bill length between 40 and 50 millimeters.

3. In Unit 10, in the Pribilof and Aleutian Islands Zone, the daily bag limit is 6 geese in the aggregate.

4. In Unit 9, in the Gulf Coast Zone, and Units 17 and 18, in the Northern Zone, the daily bag limit is 3 Canada and cackling geese in the aggregate.

White-fronted Geese: The daily bag limit is 4 geese with the following exceptions:

1. In Unit 9, in the Gulf Coast Zone, Unit 10, in the Pribilof and Aleutian Islands Zone, and Unit 17, in the North Zone, the daily bag limit is 6 geese.

2. In Unit 18, in the North Zone, the daily bag limit is 10 geese.

Brant: The daily bag limit is 2 brant.

Snipe: The daily bag limit is 8 snipe.

Sandhill Cranes: The daily bag limit is 2 cranes in the Southeast, Gulf Coast, Kodiak, and Pribilof and Aleutian Islands Zones, and Unit 17 in the North Zone. In the remainder of the North Zone (outside Unit 17), the daily bag limit is 3 cranes.

Tundra Swan Seasons

Outside Dates: September 1–October 31.

Season Lengths: 61 days.

Daily Bag and Possession Limits and Special Conditions: All hunting is by permit only according to the following conditions.

1. In Unit 17, in the North Zone, 200 permits may be issued; 3 tundra swans may be authorized per permit, and 1 permit may be issued per hunter per season.

2. In Unit 18, in the North Zone, 500 permits may be issued; 3 tundra swans may be authorized per permit, and 1 permit may be issued per hunter per season.

3. In Unit 22, in the North Zone, 300 permits may be issued; 3 tundra swans may be authorized per permit, and 1 permit may be issued per hunter per season.

4. In Unit 23, in the North Zone, 300 permits may be issued; 3 tundra swans may be authorized per permit, and 1 permit may be issued per hunter per season.

Hawaii

Mourning Dove Seasons

Outside Dates: October 1–January 31.

Season Lengths and Daily Bag Limits: 65 days with a daily bag limit of 15 doves or 75 days with a daily bag of 12 doves.

Note: Mourning doves may be taken in Hawaii in accordance with shooting hours and other regulations set by the State of Hawaii, and subject to the applicable provisions of 50 CFR part 20.

Puerto Rico

Dove and Pigeon Seasons

Outside Dates: September 1–January 15.

Season Lengths: 60 days.

Daily Bag Limits: 30 Zenaida, mourning, and white-winged doves in the aggregate, of which 10 may be Zenaida doves and 3 may be mourning doves, and 5 scaly-naped pigeons.

Closed Seasons: There is no open season on the white-crowned pigeon and the plain pigeon, which are protected by the Commonwealth of Puerto Rico.

Closed Areas: There is no open season on doves or pigeons in the following areas: Municipality of Culebra, Desecheo Island, Mona Island, El Verde Closure Area, and Cidra Municipality and adjacent areas.

Duck, Coot, Gallinule, and Snipe Seasons

Outside Dates: October 1–January 31.

Season Lengths: 55 days. The season may be split into 2 segments.

Daily Bag Limits: 6 ducks, 6 common gallinules, and 8 snipe.

Closed Seasons: There is no open season on the ruddy duck, white-cheeked pintail, West Indian whistling duck, fulvous whistling duck, and masked duck, which are protected by the Commonwealth of Puerto Rico. There is no open season on the purple gallinule, American coot, and Caribbean coot.

Closed Areas: There is no open season on ducks, gallinules, and snipe in the Municipality of Culebra and on Desecheo Island.

Virgin Islands

Dove and Pigeon Seasons

Outside Dates: September 1–January 15.

Season Lengths: 60 days.

Daily Bag and Possession Limits: 10 Zenaida doves.

Closed Seasons: There is no open season for ground-doves, quail-doves, and pigeons.

Closed Areas: There is no open season for migratory game birds on Ruth Cay (just south of St. Croix).

Local Names for Certain Birds:

Zenaida dove, also known as mountain dove; bridled quail-dove, also known as Barbary dove or partridge; common ground-dove, also known as stone dove, tobacco dove, rola, or tortolita; scaly-naped pigeon, also known as red-necked or scaled pigeon.

Duck Seasons

Outside Dates: December 1–January 31.

Season Lengths: 55 days.

Daily Bag Limits: 6 ducks.

Closed Seasons: There is no open season on the ruddy duck, white-cheeked pintail, West Indian whistling-duck, fulvous whistling-duck, and masked duck.

Special Falconry Regulations

In accordance with 50 CFR 21.82, falconry is a permitted means of taking migratory game birds in any State except for Hawaii. States may select an extended season for taking migratory game birds in accordance with the following:

Outside Dates: September 1–March 10.

Season Lengths: For all hunting methods combined, the combined length of the extended season, regular season, and any special or experimental seasons must not exceed 107 days for any species or group of species in a geographical area. Each extended season may be split into 3 segments.

Daily Bag Limits: Falconry daily bag limits for all permitted migratory game birds must not exceed 3 birds in the aggregate during extended falconry seasons, any special or experimental seasons, and regular hunting seasons in each State, including those that do not select an extended falconry season.

Note: General hunting regulations, including seasons and hunting hours, apply to falconry. Regular season bag limits do not apply to falconry. The falconry bag limit is not in addition to shooting limits.

Area, Unit, and Zone Descriptions

Ducks (Including Mergansers) and Coots Atlantic Flyway

Connecticut

North Zone: That portion of the State north of I–95.

South Zone: Remainder of the State.

Maine

North Zone: That portion north of the line extending east along Maine State Highway 110 from the New Hampshire-

Maine State line to the intersection of Maine State Highway 11 in Newfield; then north and east along Route 11 to the intersection of U.S. Route 202 in Auburn; then north and east on Route 202 to the intersection of I-95 in Augusta; then north and east along I-95 to Route 15 in Bangor; then east along Route 15 to Route 9; then east along Route 9 to Stony Brook in Baileyville; then east along Stony Brook to the U.S. border.

Coastal Zone: That portion south of a line extending east from the Maine-New Brunswick border in Calais at the Route 1 Bridge; then south along Route 1 to the Maine-New Hampshire border in Kittery.

South Zone: Remainder of the State.

Maryland

Western Zone: Allegany, Carroll, Garrett, Frederick, and Washington Counties; and those portions of Baltimore, Howard, Prince George's, and Montgomery Counties west of a line beginning at I-83 at the Pennsylvania State line, following I-83 south to the intersection of I-83 and I-695 (Outer Loop), south following I-695 (Outer Loop) to its intersection with I-95, south following I-95 to its intersection with I-495 (Outer Loop), and following I-495 (Outer Loop) to the Virginia shore of the Potomac River.

Eastern Zone: That portion of the State not included in the Western Zone.

Special Teal Season Area: Calvert, Caroline, Cecil, Dorchester, Harford, Kent, Queen Anne's, St. Mary's, Somerset, Talbot, Wicomico, and Worcester Counties; that part of Anne Arundel County east of Interstate 895, Interstate 97, and Route 3; that part of Prince George's County east of Route 3 and Route 301; and that part of Charles County east of Route 301 to the Virginia State Line.

Massachusetts

Western Zone: That portion of the State west of a line extending south from the Vermont State line on I-91 to MA 9, west on MA 9 to MA 10, south on MA 10 to U.S. 202, south on U.S. 202 to the Connecticut State line.

Central Zone: That portion of the State east of the Berkshire Zone and west of a line extending south from the New Hampshire State line on I-95 to U.S. 1, south on U.S. 1 to I-93, south on I-93 to MA 3, south on MA 3 to U.S. 6, west on U.S. 6 to MA 28, west on MA 28 to I-195, west to the Rhode Island State line; except the waters, and the lands 150 yards inland from the high-water mark, of the Assonet River upstream to the MA 24 bridge, and the Taunton River upstream to the Center

Street-Elm Street bridge shall be in the Coastal Zone.

Coastal Zone: That portion of Massachusetts east and south of the Central Zone.

New Hampshire

Northern Zone: That portion of the State east and north of the Inland Zone beginning at the junction of Route 10 and Route 25-A in Orford, east on Route 25-A to Route 25 in Wentworth, southeast on Route 25 to Exit 26 of Route I-93 in Plymouth, south on Route I-93 to Route 3 at Exit 24 of Route I-93 in Ashland, northeast on Route 3 to Route 113 in Holderness, north on Route 113 to Route 113-A in Sandwich, north on Route 113-A to Route 113 in Tamworth, east on Route 113 to Route 16 in Chocorua, north on Route 16 to Route 302 in Conway, east on Route 302 to the Maine-New Hampshire border.

Inland Zone: That portion of the State south and west of the Northern Zone, west of the Coastal Zone, and includes the area of Vermont and New Hampshire as described for hunting reciprocity. A person holding a New Hampshire hunting license that allows the taking of migratory waterfowl or a person holding a Vermont resident hunting license that allows the taking of migratory waterfowl may take migratory waterfowl and coots from the following designated area of the Inland Zone: the State of Vermont east of Route I-91 at the Massachusetts border, north on Route I-91 to Route 2, north on Route 2 to Route 102, north on Route 102 to Route 253, and north on Route 253 to the border with Canada and the area of New Hampshire west of Route 63 at the Massachusetts border, north on Route 63 to Route 12, north on Route 12 to Route 12-A, north on Route 12-A to Route 10, north on Route 10 to Route 135, north on Route 135 to Route 3, north on Route 3 to the intersection with the Connecticut River.

Coastal Zone: That portion of the State east of a line beginning at the Maine-New Hampshire border in Rollinsford, then extending to Route 4 west to the city of Dover, south to the intersection of Route 108, south along Route 108 through Madbury, Durham, and Newmarket to the junction of Route 85 in Newfields, south to Route 101 in Exeter, east to Interstate 95 (New Hampshire Turnpike) in Hampton, and south to the Massachusetts border.

New Jersey

Coastal Zone: That portion of the State seaward of a line beginning at the New York State line in Raritan Bay and extending west along the New York State line to NJ 440 at Perth Amboy;

west on NJ 440 to the Garden State Parkway; south on the Garden State Parkway to NJ 109; south on NJ 109 to Cape May County Route 633 (Lafayette Street); south on Lafayette Street to Jackson Street; south on Jackson Street to the shoreline at Cape May; west along the shoreline of Cape May beach to COLREGS Demarcation Line 80.503 at Cape May Point; south along COLREGS Demarcation Line 80.503 to the Delaware State line in Delaware Bay.

North Zone: That portion of the State west of the Coastal Zone and north of a line extending west from the Garden State Parkway on NJ 70 to the New Jersey Turnpike, north on the turnpike to U.S. 206, north on U.S. 206 to U.S. 1 at Trenton, west on U.S. 1 to the Pennsylvania State line in the Delaware River.

South Zone: That portion of the State not within the North Zone or the Coastal Zone.

New York

Lake Champlain Zone: That area east and north of a continuous line extending along U.S. 11 from the New York-Canada International boundary south to NY 9B, south along NY 9B to U.S. 9, south along U.S. 9 to NY 22 south of Keesville; south along NY 22 to the west shore of South Bay, along and around the shoreline of South Bay to NY 22 on the east shore of South Bay; southeast along NY 22 to U.S. 4, northeast along U.S. 4 to the Vermont State line.

Long Island Zone: That area consisting of Nassau County, Suffolk County, that area of Westchester County southeast of I-95, and their tidal waters.

Western Zone: That area west of a line extending from Lake Ontario east along the north shore of the Salmon River to I-81, and south along I-81 to the Pennsylvania State line.

Northeastern Zone: That area north of a continuous line extending from Lake Ontario east along the north shore of the Salmon River to I-81, south along I-81 to NY 31, east along NY 31 to NY 13, north along NY 13 to NY 49, east along NY 49 to NY 365, east along NY 365 to NY 28, east along NY 28 to NY 29, east along NY 29 to NY 22, north along NY 22 to Washington County Route 153, east along CR 153 to the New York-Vermont boundary, exclusive of the Lake Champlain Zone.

Southeastern Zone: The remaining portion of New York.

North Carolina

Coastal Zone: All counties and portions of counties east of I-95.

Inland Zone: All counties and portions of counties west of I-95.

Pennsylvania

Lake Erie Zone: The Lake Erie waters of Pennsylvania and a shoreline margin along Lake Erie from New York on the east to Ohio on the west extending 150 yards inland but including all of Presque Isle Peninsula.

Northwest Zone: The area bounded on the north by the Lake Erie Zone and including all of Erie and Crawford Counties and those portions of Mercer and Venango Counties north of I-80.

North Zone: That portion of the State east of the Northwest Zone and north of a line extending east on I-80 to U.S. 220, Route 220 to I-180, I-180 to I-80, and I-80 to the Delaware River.

South Zone: The remaining portion of Pennsylvania.

Vermont

Lake Champlain Zone: The U.S. portion of Lake Champlain and that area north and west of the line extending from the New York border along U.S. 4 to VT 22A at Fair Haven; VT 22A to U.S. 7 at Vergennes; U.S. 7 to VT 78 at Swanton; VT 78 to VT 36; VT 36 to Maquam Bay on Lake Champlain; along and around the shoreline of Maquam Bay and Hog Island to VT 78 at the West Swanton Bridge; VT 78 to VT 2 in Alburg; VT 2 to the Richelieu River in Alburg; along the east shore of the Richelieu River to the Canadian border.

Interior Zone: That portion of Vermont east of the Lake Champlain Zone and west of a line extending from the Massachusetts border at I-91; north along I-91 to U.S. 2; east along U.S. 2 to VT 102; north along VT 102 to VT 253; north along VT 253 to the Canadian border.

Connecticut River Zone: The remaining portion of Vermont east of the Interior Zone.

Virginia

Western Zone: All counties and portions of counties west of I-95.

Eastern Zone: All counties and portions of counties east of I-95.

Mississippi Flyway

Illinois

North Zone: That portion of the State north of a line extending west from the Indiana border along Peotone-Beecher Road to Illinois Route 50, south along Illinois Route 50 to Wilmington-Peotone Road, west along Wilmington-Peotone Road to Illinois Route 53, north along Illinois Route 53 to New River Road, northwest along New River Road to Interstate Highway 55, south along I-55 to Pine Bluff-Lorenzo Road, west along Pine Bluff-Lorenzo Road to Illinois Route 47, north along Illinois Route 47

to I-80, west along I-80 to I-39, south along I-39 to Illinois Route 18, west along Illinois Route 18 to Illinois Route 29, south along Illinois Route 29 to Illinois Route 17, west along Illinois Route 17 to the Mississippi River, and due south across the Mississippi River to the Iowa border.

Central Zone: That portion of the State south of the North Duck Zone line to a line extending west from the Indiana border along I-70 to Illinois Route 4, south along Illinois Route 4 to Illinois Route 161, west along Illinois Route 161 to Illinois Route 158, south and west along Illinois Route 158 to Illinois Route 159, south along Illinois Route 159 to Illinois Route 3, south along Illinois Route 3 to St. Leo's Road, south along St. Leo's Road to Modoc Road, west along Modoc Road to Modoc Ferry Road, southwest along Modoc Ferry Road to Levee Road, southeast along Levee Road to County Route 12 (Modoc Ferry entrance Road), south along County Route 12 to the Modoc Ferry route and southwest on the Modoc Ferry route across the Mississippi River to the Missouri border.

South Zone: That portion of the State south and east of a line extending west from the Indiana border along I-70, south along U.S. Highway 45, to Illinois Route 13, west along Illinois Route 13 to Greenbriar Road, north on Greenbriar Road to Sycamore Road, west on Sycamore Road to N. Reed Station Road, south on N. Reed Station Road to Illinois Route 13, west along Illinois Route 13 to Illinois Route 127, south along Illinois Route 127 to State Forest Road (1025 N), west along State Forest Road to Illinois Route 3, north along Illinois Route 3 to the south bank of the Big Muddy River, west along the south bank of the Big Muddy River to the Mississippi River, west across the Mississippi River to the Missouri border.

South Central Zone: The remainder of the State between the south border of the Central Zone and the north border of the South Zone.

Indiana

North Zone: That part of Indiana north of a line extending east from the Illinois border along State Road 18 to U.S. 31; north along U.S. 31 to U.S. 24; east along U.S. 24 to Huntington; southeast along U.S. 224; south along State Road 5; and east along State Road 124 to the Ohio border.

Central Zone: That part of Indiana south of the North Zone boundary and north of the South Zone boundary.

South Zone: That part of Indiana south of a line extending east from the Illinois border along I-70; east along

National Ave.; east along U.S. 150; south along U.S. 41; east along State Road 58; south along State Road 37 to Bedford; and east along U.S. 50 to the Ohio border.

Iowa

North Zone: That portion of Iowa north of a line beginning on the South Dakota-Iowa border at I-29, southeast along I-29 to State Highway 20 to the Iowa-Illinois border.

Central Zone: The remainder of Iowa not included in the North and South zones.

South Zone: That portion of Iowa west of I-29 and south of State Highway 92 east to the Iowa-Illinois border.

Kentucky

West Zone: All counties west of and including Butler, Daviess, Ohio, Simpson, and Warren Counties.

East Zone: The remainder of Kentucky.

Louisiana

East Zone: That area of the State beginning at the Arkansas border, then south on U.S. Hwy 79 to State Hwy 9, then south on State Hwy 9 to State Hwy 147, then south on State Hwy 147 to U.S. Hwy 167, then south and east on U.S. Hwy 167 to U.S. Hwy 90, then south on U.S. Hwy 90 to the Mississippi State line.

West Zone: Remainder of the State.

Michigan

North Zone: The Upper Peninsula.

Middle Zone: That portion of the Lower Peninsula north of a line beginning at the Michigan-Wisconsin boundary line in Lake Michigan, directly due west of the mouth of Stoney Creek in section 31, T14N R18W, Oceana County; then proceed easterly and southerly along the centerline of Stoney Creek to its intersection with Scenic Drive; southerly on Scenic Drive to Stoney Lake Road in section 5, T13N R18W, Oceana County; easterly on Stoney Lake Road then both west and east Garfield Roads (name change only; not an intersection) then crossing highway U.S.-31 to State Highway M-20 (north of the town of New Era; also locally named Hayes Road) in section 33, T14N R17W, Oceana County; easterly on M-20 through Oceana, Newaygo, Mecosta, Isabella, and Midland Counties to highway U.S.-10 business route in the city of Midland; easterly on U.S.-10 Business Route (BR) to highway U.S.-10 at the Bay County line; easterly on U.S.-10 then crossing U.S.-75 to State Highway M-25 (west of the town of Bay City); easterly along M-25 into Tuscola County; then

northeasterly and easterly on M–25 through Tuscola County into Huron County, turning southeasterly on M–25 (near the town of Huron City; also locally named North Shore Road) to the centerline of Willow Creek in section 4, T18N R14E, Huron County; then northerly along the centerline of Willow Creek to the mouth of Willow Creek into Lake Huron; then directly due east along a line from the mouth of Willow Creek heading east into Lake Huron to a point due east and on the Michigan/U.S.-Canadian border.

South Zone: The remainder of Michigan.

Minnesota

North Duck Zone: That portion of the State north of a line extending east from the North Dakota State line along State Highway 210 to State Highway 23 and east to State Highway 39 and east to the Wisconsin State line at the Oliver Bridge.

South Duck Zone: The portion of the State south of a line extending east from the South Dakota State line along U.S. Highway 212 to I–494 and east to I–94 and east to the Wisconsin State line.

Central Duck Zone: The remainder of the State.

Missouri

North Zone: That portion of Missouri north of a line running west from the Illinois border at I–70; west on I–70 to Hwy 65; north on Hwy 65 to Hwy 41, north on Hwy 41 to Hwy 24; west on Hwy 24 to MO Hwy 10, west on Hwy 10 to Hwy 69, north on Hwy 69 to MO Hwy 116, west on MO Hwy 116 to Hwy 59, south on Hwy 59 to the Kansas border.

Middle Zone: The remainder of Missouri not included in other zones.

South Zone: That portion of Missouri south of a line running west from the Illinois border on MO Hwy 74 to MO Hwy 25; south on MO Hwy 25 to U.S. Hwy 62; west on U.S. Hwy 62 to MO Hwy 53; north on MO Hwy 53 to MO Hwy 51; north on MO Hwy 51 to U.S. Hwy 60; west on U.S. Hwy 60 to MO Hwy 21; north on MO Hwy 21 to MO Hwy 72; west on MO Hwy 72 to MO Hwy 32; west on MO Hwy 32 to U.S. Hwy 65; north on U.S. Hwy 65 to U.S. Hwy 54; west on U.S. Hwy 54 to the Kansas border.

Ohio

Lake Erie Marsh Zone: Includes all land and water within the boundaries of the area bordered by a line beginning at the intersection of I–75 at the Ohio-Michigan State line and continuing south to Interstate 280, then south on I–280 to the Ohio Turnpike (I–80/I–90),

then east on the Ohio Turnpike to the Erie-Lorain County line, then north to Lake Erie, then following the Lake Erie shoreline at a distance of 200 yards offshore, then following the shoreline west toward and around the northern tip of Cedar Point Amusement Park, then continuing from the westernmost point of Cedar Point toward the southernmost tip of the sand bar at the mouth of Sandusky Bay and out into Lake Erie at a distance of 200 yards offshore continuing parallel to the Lake Erie shoreline north and west toward the northernmost tip of Cedar Point National Wildlife Refuge, then following a direct line toward the southernmost tip of Wood Tick Peninsula in Michigan to a point that intersects the Ohio-Michigan State line, then following the State line back to the point of the beginning.

North Zone: That portion of the State, excluding the Lake Erie Marsh Zone, north of a line extending east from the Indiana State line along U.S. Highway (U.S.) 33 to State Route (SR) 127, then south along SR 127 to SR 703, then south along SR 703 and including all lands within the Mercer Wildlife Area to SR 219, then east along SR 219 to SR 364, then north along SR 364 and including all lands within the St. Mary's Fish Hatchery to SR 703, then east along SR 703 to SR 66, then north along SR 66 to U.S. 33, then east along U.S. 33 to SR 385, then east along SR 385 to SR 117, then south along SR 117 to SR 273, then east along SR 273 to SR 31, then south along SR 31 to SR 739, then east along SR 739 to SR 4, then north along SR 4 to SR 95, then east along SR 95 to SR 13, then southeast along SR 13 to SR 3, then northeast along SR 3 to SR 60, then north along SR 60 to U.S. 30, then east along U.S. 30 to SR 3, then south along SR 3 to SR 226, then south along SR 226 to SR 514, then southwest along SR 514 to SR 754, then south along SR 754 to SR 39/60, then east along SR 39/60 to SR 241, then north along SR 241 to U.S. 30, then east along U.S. 30 to SR 39, then east along SR 39 to the Pennsylvania State line.

South Zone: The remainder of Ohio not included in the Lake Erie Marsh Zone or the North Zone.

Tennessee

Reelfoot Zone: All or portions of Lake and Obion Counties.

Remainder of State: That portion of Tennessee outside of the Reelfoot Zone.

Wisconsin

North Zone: That portion of the State north of a line extending east from the Minnesota State line along U.S. Highway 10 to U.S. Highway 41, then

north on U.S. Highway 41 to the Michigan State line.

Open Water Zone: That portion of the State extending 500 feet or greater from the Lake Michigan shoreline bounded by the Michigan State line and the Illinois State line.

South Zone: The remainder of the State.

Central Flyway

Colorado (Central Flyway Portion)

Special Teal Season Area: Lake and Chaffee Counties and that portion of the State east of Interstate Highway 25.

Northeast Zone: All areas east of Interstate 25 and north of Interstate 70.

Southeast Zone: All areas east of Interstate 25 and south of Interstate 70, and all of El Paso, Pueblo, Huerfano, and Las Animas Counties.

Mountain/Foothills Zone: All areas west of Interstate 25 and east of the Continental Divide, except El Paso, Pueblo, Huerfano, and Las Animas Counties.

Kansas

High Plains: That portion of the State west of U.S. 283.

Low Plains Early Zone: That part of Kansas bounded by a line from the Federal Hwy U.S.–283 and State Hwy 96 junction, then east on State Hwy 96 to its junction with Federal Hwy U.S.–183, then north on Federal Hwy U.S.–183 to its junction with Federal Hwy U.S.–24, then east on Federal Hwy U.S.–24 to its junction with Federal Hwy U.S.–281, then north on Federal Hwy U.S.–281 to its junction with Federal Hwy U.S.–36, then east on Federal Hwy U.S.–36 to its junction with State Hwy K–199, then south on State Hwy K–199 to its junction with Republic County 30th Road, then south on Republic County 30th Road to its junction with State Hwy K–148, then east on State Hwy K–148 to its junction with Republic County 50th Road, then south on Republic County 50th Road to its junction with Cloud County 40th Road, then south on Cloud County 40th Road to its junction with State Hwy K–9, then west on State Hwy K–9 to its junction with Federal Hwy U.S.–24, then west on Federal Hwy U.S.–24 to its junction with Federal Hwy U.S.–181, then south on Federal Hwy U.S.–181 to its junction with State Hwy K–18, then west on State Hwy K–18 to its junction with Federal Hwy U.S.–281, then south on Federal Hwy U.S.–281 to its junction with State Hwy K–4, then east on State Hwy K–4 to its junction with interstate Hwy I–135, then south on interstate Hwy I–135 to its junction with State Hwy K–61, then southwest on State

Hwy K-61 to its junction with McPherson County 14th Avenue, then south on McPherson County 14th Avenue to its junction with McPherson County Arapaho Road, then west on McPherson County Arapaho Road to its junction with State Hwy K-61, then southwest on State Hwy K-61 to its junction with State Hwy K-96, then northwest on State Hwy K-96 to its junction with Federal Hwy U.S.-56, then southwest on Federal Hwy U.S.-56 to its junction with State Hwy K-19, then east on State Hwy K-19 to its junction with Federal Hwy U.S.-281, then south on Federal Hwy U.S.-281 to its junction with Federal Hwy U.S.-54, then west on Federal Hwy U.S.-54 to its junction with Federal Hwy U.S.-183, then north on Federal Hwy U.S.-183 to its junction with Federal Hwy U.S.-56, then southwest on Federal Hwy U.S.-56 to its junction with North Main Street in Spearville, then south on North Main Street to Davis Street, then east on Davis Street to Ford County Road 126 (South Stafford Street), then south on Ford County Road 126 to Garnett Road, then east on Garnett Road to Ford County Road 126, then south on Ford County Road 126 to Ford Spearville Road, then west on Ford Spearville Road to its junction with Federal Hwy U.S.-400, then northwest on Federal Hwy U.S.-400 to its junction with Federal Hwy U.S.-283, and then north on Federal Hwy U.S.-283 to its junction with Federal Hwy U.S.-96.

Low Plains Late Zone: That part of Kansas bounded by a line from the Federal Hwy U.S.-283 and State Hwy 96 junction, then north on Federal Hwy U.S.-283 to the Kansas-Nebraska State line, then east along the Kansas-Nebraska State line to its junction with the Kansas-Missouri State line, then southeast along the Kansas-Missouri State line to its junction with State Hwy K-68, then west on State Hwy K-68 to its junction with interstate Hwy I-35, then southwest on interstate Hwy I-35 to its junction with Butler County NE 150th Street, then west on Butler County NE 150th Street to its junction with Federal Hwy U.S.-77, then south on Federal Hwy U.S.-77 to its junction with the Kansas-Oklahoma State line, then west along the Kansas-Oklahoma State line to its junction with Federal Hwy U.S.-283, then north on Federal Hwy U.S.-283 to its junction with Federal Hwy U.S.-400, then east on Federal Hwy U.S.-400 to its junction with Ford Spearville Road, then east on Ford Spearville Road to Ford County Road 126 (South Stafford Street), then north on Ford County Road 126 to Garnett Road, then west on Garnett

Road to Ford County Road 126, then north on Ford County Road 126 to Davis Street, then west on Davis Street to North Main Street, then north on North Main Street to its junction with Federal Hwy U.S.-56, then east on Federal Hwy U.S.-56 to its junction with Federal Hwy U.S.-183, then south on Federal Hwy U.S.-183 to its junction with Federal Hwy U.S.-54, then east on Federal Hwy U.S.-54 to its junction with Federal Hwy U.S.-281, then north on Federal Hwy U.S.-281 to its junction with State Hwy K-19, then west on State Hwy K-19 to its junction with Federal Hwy U.S.-56, then east on Federal Hwy U.S.-56 to its junction with State Hwy K-96, then southeast on State Hwy K-96 to its junction with State Hwy K-61, then northeast on State Hwy K-61 to its junction with McPherson County Arapaho Road, then east on McPherson County Arapaho Road to its junction with McPherson County 14th Avenue, then north on McPherson County 14th Avenue to its junction with State Hwy K-61, then east on State Hwy K-61 to its junction with interstate Hwy I-135, then north on interstate Hwy I-135 to its junction with State Hwy K-4, then west on State Hwy K-4 to its junction with Federal Hwy U.S.-281, then north on Federal Hwy U.S.-281 to its junction with State Hwy K-18, then east on State Hwy K-18 to its junction with Federal Hwy U.S.-181, then north on Federal Hwy U.S.-181 to its junction with Federal Hwy U.S.-24, then east on Federal Hwy U.S.-24 to its junction with State Hwy K-9, then east on State Hwy K-9 to its junction with Cloud County 40th Road, then north on Cloud County 40th Road to its junction with Republic County 50th Road, then north on Republic County 50th Road to its junction with State Hwy K-148, then west on State Hwy K-148 to its junction with Republic County 30th Road, then north on Republic County 30th Road to its junction with State Hwy K-199, then north on State Hwy K-199 to its junction with Federal Hwy U.S.-36, then west on Federal Hwy U.S.-36 to its junction with Federal Hwy U.S.-281, then south on Federal Hwy U.S.-281 to its junction with Federal Hwy U.S.-24, then west on Federal Hwy U.S.-24 to its junction with Federal Hwy U.S.-183, then south on Federal Hwy U.S.-183 to its junction with Federal Hwy U.S.-96, and then west on Federal Hwy U.S.-96 to its junction with Federal Hwy U.S.-283.

Low Plains Southeast Zone: That part of Kansas bounded by a line from the Missouri-Kansas State line west on K-68 to its junction with I-35, then southwest on I-35 to its junction with

Butler County, NE 150th Street, then west on NE 150th Street to its junction with Federal Hwy U.S.-77, then south on Federal Hwy U.S.-77 to the Oklahoma-Kansas State line, then east along the Kansas-Oklahoma State line to its junction with the Kansas-Missouri State line, then north along the Kansas-Missouri State line to its junction with State Hwy K-68.

Montana (Central Flyway Portion)

Zone 1: The Counties of Blaine, Carter, Daniels, Dawson, Fallon, Fergus, Garfield, Golden Valley, Judith Basin, McCone, Musselshell, Petroleum, Phillips, Powder River, Richland, Roosevelt, Sheridan, Stillwater, Sweet Grass, Valley, Wheatland, and Wibaux.

Zone 2: The Counties of Big Horn, Carbon, Custer, Prairie, Rosebud, Treasure, and Yellowstone.

Nebraska

High Plains: That portion of Nebraska lying west of a line beginning at the South Dakota-Nebraska border on U.S. Hwy 183; south on U.S. Hwy 183 to U.S. Hwy 20; west on U.S. Hwy 20 to NE Hwy 7; south on NE Hwy 7 to NE Hwy 91; southwest on NE Hwy 91 to NE Hwy 2; southeast on NE Hwy 2 to NE Hwy 92; west on NE Hwy 92 to NE Hwy 40; south on NE Hwy 40 to NE Hwy 47; south on NE Hwy 47 to NE Hwy 23; east on NE Hwy 23 to U.S. Hwy 283; and south on U.S. Hwy 283 to the Kansas-Nebraska border.

Zone 1: Area bounded by designated Federal and State highways and political boundaries beginning at the South Dakota-Nebraska border at U.S. Hwy 183; south along Hwy 183 to NE Hwy 12; east to NE Hwy 137; south to U.S. Hwy 20; east to U.S. Hwy 281; north to the Niobrara River; east along the Niobrara River to the Boyd County Line; north along the Boyd County line to NE Hwy 12; east to NE 26E Spur; north along the NE 26E Spur to the Ponca State Park boat ramp; north and west along the Missouri River to the Nebraska-South Dakota border; west along the Nebraska-South Dakota border to U.S. Hwy 183. Both banks of the Niobrara River in Keya Paha and Boyd Counties east of U.S. Hwy 183 are included in Zone 1.

Zone 2: Those areas of the State that are not contained in Zones 1, 3, or 4.

Zone 3: Area bounded by designated Federal and State highways, County roads, and political boundaries beginning at the Wyoming-Nebraska border at its northernmost intersection with the Interstate Canal; southeast along the Interstate Canal to the northern border of Scotts Bluff County; east along northern borders of Scotts

Bluff and Morrill Counties to Morrill County Road 125; south to Morrill County Rd 94; east to County Rd 135; south to County Rd 88; east to County Rd 147; south to County Rd 88; southeast to County Rd 86; east to County Rd 151; south to County Rd 80; east to County Rd 161; south to County Rd 76; east to County Rd 165; south to County Rd 167; south to U.S. Hwy 26; east to County Rd 171; north to County Rd 68; east to County Rd 183; south to County Rd 64; east to County Rd 189; north to County Rd 70; east to County Rd 201; south to County Rd 60A; east to County Rd 203; south to County Rd 52; east to Keith County Line; north along the Keith County line to the northern border of Keith County; east along the northern boundaries of Keith and Lincoln Counties to NE Hwy 97; south to U.S. Hwy 83; south to E Hall School Rd; east to North Airport Road; south to U.S. Hwy 30; east to NE Hwy 47; south to NE Hwy 23; east on NE Hwy 23 to U.S. Hwy 283; south on U.S. Hwy 283 to the Kansas-Nebraska border; west along Kansas-Nebraska border to the Nebraska-Colorado border; north and west to the Wyoming-Nebraska border; north along the Wyoming-Nebraska border to its northernmost intersection with the Interstate Canal.

Zone 4: Area encompassed by designated Federal and State highways and County Roads beginning at the intersection of U.S. Hwy 283 at the Kansas-Nebraska border; north to NE Hwy 23; west to NE Hwy 47; north to Dawson County Rd 769; east to County Rd 423; south to County Rd 766; east to County Rd 428; south to County Rd 763; east to NE Hwy 21; south to County Rd 761; east on County Rd 761 to County Road 437; south to the Dawson County Canal; southeast along Dawson County Canal; east to County Rd 444; south to U.S. Hwy 30; east to U.S. Hwy 183; north to Buffalo County Rd 100; east to 46th Ave.; north to NE Hwy 40; east to NE Hwy 10; north to County Rd 220 and Hall County Husker Highway; east to Hall County S 70th Rd; north to NE Hwy 2; east to U.S. Hwy 281; north to Chapman Rd; east to 7th Rd; south to U.S. Hwy 30; north and east to NE Hwy 14; south to County Rd 22; west to County Rd M; south to County Rd 21; west to County Rd K; south to U.S. Hwy 34; west to NE Hwy 2; south to U.S. Hwy I-80; west to Gunbarrel Rd (Hall/Hamilton County line); south to Giltner Rd; west to U.S. Hwy 281; south to W. 82nd St; west to Holstein Ave.; south to U.S. Hwy 34; west to NE Hwy 10; north to Kearney County Rd R and Phelps County Rd 742; west to Gosper County Rd 433; south to N. Railway Street; west

to Commercial Ave.; south to NE Hwy 23; west to Gosper County Rd 427; south to Gosper County Rd 737; west to Gosper County Rd 426; south to Gosper County Rd 735; east to Gosper County Rd 427; south to Furnas County Rd 276; west to Furnas County Rd 425.5/425; south to U.S. Hwy 34; east to NE Hwy 4; east to NE Hwy 10; south to U.S. Hwy 136; east to NE Hwy 14; south to NE Hwy 8; east to U.S. Hwy 81; north to NE Hwy 4; east to NE Hwy 15; north to U.S. Hwy 6; east to NE Hwy 33; east to SW 142 Street; south to W. Hallam Rd; east to SW 100 Rd; south to W. Chestnut Rd; west to NE Hwy 103; south to NE Hwy 4; west to NE Hwy 15; south to U.S. Hwy 136; east to Jefferson County Rd 578 Ave.; south to PWF Rd; east to NE Hwy 103; south to NE Hwy 8; east to U.S. Hwy 75; north to U.S. Hwy 136; east to the intersection of U.S. Hwy 136 and the Steamboat Trace (Trace); north along the Trace to the intersection with Federal Levee R-562; north along Federal Levee R-562 to the intersection with Nemaha County Rd 643A; south to the Trace; north along the Trace/Burlington Northern Railroad right-of-way to NE Hwy 2; west to U.S. Hwy 75; north to NE Hwy 2; west to NE Hwy 50; north to Otoe County Rd D; east to N. 32nd Rd; north to Otoe County Rd B; west to NE Hwy 50; north to U.S. Hwy 34; west to NE Hwy 63; north to NE Hwy 66; north and west to U.S. Hwy 77; north to NE Hwy 109; west along NE Hwy 109 and Saunders County Rd X to Saunders County 19; south to NE Hwy 92; west to NE Hwy Spur 12F; south to Butler County Rd 30; east to County Rd X; south to County Rd 27; west to County Rd W; south to County Rd 26; east to County Rd X; south to County Rd 21 (Seward County Line); west to NE Hwy 15; north to County Rd 34; west to County Rd H; south to NE Hwy 92; west to U.S. Hwy 81; south to NE Hwy 66; west to Dark Island Trail, north to Merrick County Rd M; east to Merrick County Rd 18; north to NE Hwy 92; west to NE Hwy 14; north to NE Hwy 52; west and north to NE Hwy 91; west to U.S. Hwy 281; south to NE Hwy 58; west to NE Hwy 11; west and south to NE Hwy 2; west to NE Hwy 68; north to NE Hwy L82A; west to NE Hwy 10; north to NE Hwy 92; west to U.S. Hwy 183; north to Round Valley Rd; west to Sargent River Rd; west to Sargent Rd; west to NE Hwy S21A; west to NE Hwy 2; north to NE Hwy 91 to North Loup Spur Rd; north to North Loup River Rd; north and east along to Pleasant Valley/Worth Rd; east to Loup County Line; north along the Loup County Line to Loup-Brown County line; east along northern boundaries of Loup and

Garfield Counties to NE Hwy 11; south to Cedar River Road; east and south to NE Hwy 70; east to U.S. Hwy 281; north to NE Hwy 70; east to NE Hwy 14; south to NE Hwy 39; southeast to NE Hwy 22; east to U.S. Hwy 81; southeast to U.S. Hwy 30; east to the Iowa-Nebraska border; south to the Missouri-Nebraska border; south to Kansas-Nebraska border; west along Kansas-Nebraska border to U.S. Hwy 283.

New Mexico (Central Flyway Portion)

North Zone: That portion of the State north of I-40 and U.S. 54.

South Zone: The remainder of New Mexico.

North Dakota

High Plains: That portion of the State south and west of a line beginning at the junction of U.S. Hwy 83 and the South Dakota State line, then north along U.S. Hwy 83 and I-94 to ND Hwy 41, then north on ND Hwy 41 to ND Hwy 53, then west on ND Hwy 53 to U.S. Hwy 83, then north on U.S. Hwy 83 to U.S. Hwy 2, then west on U.S. Hwy 2 to the Williams County line, then north and west along the Williams and Divide County lines to the Canadian border.

Low Plains: The remainder of North Dakota.

Oklahoma

High Plains: The Counties of Beaver, Cimarron, and Texas.

Low Plains Zone 1: That portion of the State east of the High Plains Zone and north of a line extending east from the Texas State line along OK 33 to OK 47, east along OK 47 to U.S. 183, south along U.S. 183 to I-40, east along I-40 to U.S. 177, north along U.S. 177 to OK 33, east along OK 33 to OK 18, north along OK 18 to OK 51, west along OK 51 to I-35, north along I-35 to U.S. 412, west along U.S. 412 to OK 132, then north along OK 132 to the Kansas State line.

Low Plains Zone 2: The remainder of Oklahoma.

South Dakota

High Plains: That portion of the State west of a line beginning at the North Dakota State line and extending south along U.S. 83 to U.S. 14, east on U.S. 14 to Blunt, south on the Blunt-Canning Road to SD 34, east and south on SD 34 to SD 50 at Lee's Corner, south on SD 50 to I-90, east on I-90 to SD 50, south on SD 50 to SD 44, west on SD 44 across the Platte-Winner bridge to SD 47, south on SD 47 to U.S. 18, east on U.S. 18 to SD 47, south on SD 47 to the Nebraska State line.

Low Plains North Zone: That portion of northeastern South Dakota east of the

High Plains Unit and north of a line extending east along U.S. 212 to the Minnesota State line.

Low Plains South Zone: That portion of Gregory County east of SD 47 and south of SD 44; Charles Mix County south of SD 44 to the Douglas County line; south on SD 50 to Geddes; east on the Geddes Highway to U.S. 281; south on U.S. 281 and U.S. 18 to SD 50; south and east on SD 50 to the Bon Homme County line; the Counties of Bon Homme, Yankton, and Clay south of SD 50; and Union County south and west of SD 50 and I-29.

Low Plains Middle Zone: The remainder of South Dakota.

Texas

High Plains: That portion of the State west of a line extending south from the Oklahoma State line along U.S. 183 to Vernon, south along U.S. 283 to Albany, south along TX 6 to TX 351 to Abilene, south along U.S. 277 to Del Rio, then south along the Del Rio International Toll Bridge access road to the Mexico border.

Low Plains North Zone: That portion of northeastern Texas east of the High Plains Zone and north of a line beginning at the International Toll Bridge south of Del Rio, then extending east on U.S. 90 to San Antonio, then continuing east on I-10 to the Louisiana State line at Orange, Texas.

Low Plains South Zone: The remainder of Texas.

Wyoming (Central Flyway portion)

Zone C1: Big Horn, Converse, Goshen, Hot Springs, Natrona, Park, Platte, and Washakie Counties; and Fremont County excluding the portions west or south of the Continental Divide.

Zone C2: Campbell, Crook, Johnson, Niobrara, Sheridan, and Weston Counties.

Zone C3: Albany and Laramie Counties; and that portion of Carbon County east of the Continental Divide.

Pacific Flyway

Arizona

North Zone: Game Management Units 1-5, those portions of Game Management Units 6 and 8 within Coconino County, and Game Management Units 7, 9, 11M, and 12A.

South Zone: Those portions of Game Management Units 6 and 8 in Yavapai County, and Game Management Units 10 and 12B-46B.

California

Northeastern Zone: That portion of California lying east and north of a line beginning at the intersection of Interstate 5 with the California-Oregon

line; south along Interstate 5 to its junction with Walters Lane south of the town of Yreka; west along Walters Lane to its junction with Easy Street; south along Easy Street to the junction with Old Highway 99; south along Old Highway 99 to the point of intersection with Interstate 5 north of the town of Weed; south along Interstate 5 to its junction with Highway 89; east and south along Highway 89 to Main Street Greenville; north and east to its junction with North Valley Road; south to its junction of Diamond Mountain Road; north and east to its junction with North Arm Road; south and west to the junction of North Valley Road; south to the junction with Arlington Road (A22); west to the junction of Highway 89; south and west to the junction of Highway 70; east on Highway 70 to Highway 395; south and east on Highway 395 to the point of intersection with the California-Nevada State line; north along the California-Nevada State line to the junction of the California-Nevada-Oregon State lines; west along the California-Oregon State line to the point of origin.

Colorado River Zone: Those portions of San Bernardino, Riverside, and Imperial Counties east of a line from the intersection of Highway 95 with the California-Nevada State line; south on Highway 95 through the junction with Highway 40; south on Highway 95 to Vidal Junction; south through the town of Rice to the San Bernardino-Riverside County line on a road known as "Aqueduct Road" also known as Highway 62 in San Bernardino County; southwest on Highway 62 to Desert Center Rice Road; south on Desert Center Rice Road/Highway 177 to the town of Desert Center; east 31 miles on Interstate 10 to its intersection with Wiley Well Road; south on Wiley Well Road to Wiley Well; southeast on Milpitas Wash Road to the Blythe, Brawley, Davis Lake intersections; south on Blythe Ogilby Road also known as County Highway 34 to its intersection with Ogilby Road; south on Ogilby Road to its intersection with Interstate 8; east 7 miles on Interstate 8 to its intersection with the Andrade-Algodones Road/Highway 186; south on Highway 186 to its intersection with the U.S.-Mexico border at Los Algodones, Mexico.

Southern Zone: That portion of southern California (but excluding the Colorado River Zone) south and east of a line beginning at the mouth of the Santa Maria River at the Pacific Ocean; east along the Santa Maria River to where it crosses Highway 101-166 near the City of Santa Maria; north on Highway 101-166; east on Highway 166 to the junction with Highway 99; south

on Highway 99 to the junction of Interstate 5; south on Interstate 5 to the crest of the Tehachapi Mountains at Tejon Pass; east and north along the crest of the Tehachapi Mountains to where it intersects Highway 178 at Walker Pass; east on Highway 178 to the junction of Highway 395 at the town of Inyokern; south on Highway 395 to the junction of Highway 58; east on Highway 58 to the junction of Interstate 15; east on Interstate 15 to the junction with Highway 127; north on Highway 127 to the point of intersection with the California-Nevada State line.

Southern San Joaquin Valley Zone: All of Kings and Tulare Counties and that portion of Kern County north of the Southern Zone.

Balance of State Zone: The remainder of California not included in the Northeastern, Colorado River, Southern, and the Southern San Joaquin Valley Zones.

Colorado (Pacific Flyway Portion)

Eastern Zone: Routt, Grand, Summit, Eagle, and Pitkin Counties; those portions of Saguache, San Juan, Hinsdale, and Mineral Counties west of the Continental Divide; those portions of Gunnison County except the North Fork of the Gunnison River Valley (Game Management Units 521, 53, and 63); and that portion of Moffat County east of the northern intersection of Moffat County Road 29 with the Moffat-Routt County line, south along Moffat County Road 29 to the intersection of Moffat County Road 29 with the Moffat-Routt County line (Elkhead Reservoir State Park).

Western Zone: All areas west of the Continental Divide not included in the Eastern Zone.

Idaho

Zone 1: All lands and waters within the Fort Hall Indian Reservation, including private inholdings; Power County east of State Highway 37 and State Highway 39; and Bannock, Bear Lake, Bingham, Bonneville, Butte, Caribou, Clark, Fremont, Jefferson, Madison, and Teton Counties.

Zone 2: Benewah, Bonner, Boundary, Kootenai, and Shoshone Counties.

Zone 3: Power County west of State Highway 37 and State Highway 39, and Ada, Adams, Blaine, Boise, Camas, Canyon, Cassia, Clearwater, Custer, Elmore, Franklin, Gem, Gooding, Idaho, Jerome, Latah, Lemhi, Lewis, Lincoln, Minidoka, Nez Perce, Oneida, Owyhee, Payette, Twin Falls, and Washington Counties.

Zone 4: Valley County.

Nevada

Northeast Zone: Elko, Eureka, Lander, and White Pine Counties.

Northwest Zone: Carson City, Churchill, Douglas, Humboldt, Lyon, Mineral, Pershing, Storey, and Washoe Counties.

South Zone: Clark, Esmeralda, Lincoln, and Nye Counties.

Moapa Valley Special Management Area: That portion of Clark County including the Moapa Valley to the confluence of the Muddy and Virgin Rivers.

Oregon

Zone 1: Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Gilliam, Hood River, Jackson, Josephine, Lane, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Umatilla, Wasco, Washington, and Yamhill Counties.

Zone 2: The remainder of Oregon not included in Zone 1.

Utah

Northern Zone: Box Elder, Cache, Daggett, Davis, Duchesne, Morgan, Rich, Salt Lake, Summit, Uintah, Utah, Wasatch, and Weber Counties, and that part of Toole County north of I-80.

Southern Zone: The remainder of Utah not included in the Northern Zone.

Washington

East Zone: All areas east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

West Zone: The remainder of Washington not included in the East Zone.

Wyoming (Pacific Flyway Portion)

Snake River Zone: Beginning at the south boundary of Yellowstone National Park and the Continental Divide; south along the Continental Divide to Union Pass and the Union Pass Road (U.S.F.S. Road 600); west and south along the Union Pass Road to U.S.F.S. Road 605; south along U.S.F.S. Road 605 to the Bridger-Teton National Forest boundary; along the national forest boundary to the Idaho State line; north along the Idaho State line to the south boundary of Yellowstone National Park; east along the Yellowstone National Park boundary to the Continental Divide.

Balance of State Zone: The remainder of the Pacific Flyway portion of Wyoming not included in the Snake River Zone.

Geese

Atlantic Flyway

Connecticut

Early Canada and Cackling Goose Seasons

South Zone: Same as for ducks.

North Zone: Same as for ducks.

Regular Seasons

AP Unit: Litchfield County and the portion of Hartford County west of a line beginning at the Massachusetts border in Suffield and extending south along Route 159 to its intersection with I-91 in Hartford, and then extending south along I-91 to its intersection with the Hartford-Middlesex County line.

NAP-H Unit: That part of the State east of a line beginning at the Massachusetts border in Suffield and extending south along Route 159 to its intersection with I-91 in Hartford and then extending south along I-91 to State Street in New Haven; then south on State Street to Route 34, west on Route 34 to Route 8, south along Route 8 to Route 110, south along Route 110 to Route 15, north along Route 15 to the Milford Parkway, south along the Milford Parkway to I-95, north along I-95 to the intersection with the east shore of the Quinnipiac River, south to the mouth of the Quinnipiac River, and then south along the eastern shore of New Haven Harbor to the Long Island Sound.

Atlantic Flyway Resident Population (AFRP) Unit: Remainder of the State not included in AP and NAP-H Units.

South Zone: Same as for ducks.

Maine

North NAP-H Zone: Same as North Zone for ducks.

Coastal NAP-L Zone: Same as Coastal Zone for ducks.

South NAP-H Zone: Same as South Zone for ducks.

Maryland

Early Canada and Cackling Goose Seasons

Eastern Unit: Calvert, Caroline, Cecil, Dorchester, Harford, Kent, Queen Anne's, St. Mary's, Somerset, Talbot, Wicomico, and Worcester Counties; and that part of Anne Arundel County east of Interstate 895, Interstate 97, and Route 3; that part of Prince George's County east of Route 3 and Route 301; and that part of Charles County east of Route 301 to the Virginia State line.

Western Unit: Allegany, Baltimore, Carroll, Frederick, Garrett, Howard, Montgomery, and Washington Counties; and that part of Anne Arundel County west of Interstate 895, Interstate 97, and Route 3; that part of Prince George's

County west of Route 3 and Route 301; and that part of Charles County west of Route 301 to the Virginia State line.

Regular Seasons

Resident Population (RP) Zone: Allegany, Frederick, Garrett, Montgomery, and Washington Counties; that portion of Prince George's County west of Route 3 and Route 301; that portion of Charles County west of Route 301 to the Virginia State line; and that portion of Carroll County west of Route 31 to the intersection of Route 97, and west of Route 97 to the Pennsylvania State line.

AP Zone: Remainder of the State.

Massachusetts

NAP Zone: Central and Coastal Zones (see duck zones).

AP Zone: The Western Zone (see duck zones).

Special Late Season Area: The Central Zone and that portion of the Coastal Zone (see duck zones) that lies north of the Cape Cod Canal, north to the New Hampshire State line.

New Hampshire

Same zones as for ducks.

New Jersey

AP Zone: North and South Zones (see duck zones).

NAP Zone: The Coastal Zone (see duck zones).

Special Late Season Area: In northern New Jersey, that portion of the State within a continuous line that runs east along the New York State boundary line to the Hudson River; then south along the New York State boundary to its intersection with Route 440 at Perth Amboy; then west on Route 440 to its intersection with Route 287; then west along Route 287 to its intersection with Route 206 in Bedminster (Exit 18); then north along Route 206 to its intersection with Route 94; then west along Route 94 to the toll bridge in Columbia; then north along the Pennsylvania State boundary in the Delaware River to the beginning point. In southern New Jersey, that portion of the State within a continuous line that runs west from the Atlantic Ocean at Ship Bottom along Route 72 to Route 70; then west along Route 70 to Route 206; then south along Route 206 to Route 536; then west along Route 536 to Route 322; then west along Route 322 to Route 55; then south along Route 55 to Route 553 (Buck Road); then south along Route 553 to Route 40; then east along Route 40 to route 55; then south along Route 55 to Route 552 (Sherman Avenue); then west along Route 552 to Carmel Road; then south along Carmel Road to Route 49; then

east along Route 49 to Route 555; then south along Route 555 to Route 553; then east along Route 553 to Route 649; then north along Route 649 to Route 670; then east along Route 670 to Route 47; then north along Route 47 to Route 548; then east along Route 548 to Route 49; then east along Route 49 to Route 50; then south along Route 50 to Route 9; then south along Route 9 to Route 625 (Sea Isle City Boulevard); then east along Route 625 to the Atlantic Ocean; then north to the beginning point.

New York

Lake Champlain Goose Area: The same as the Lake Champlain Waterfowl Hunting Zone, which is that area of New York State lying east and north of a continuous line extending along Route 11 from the New York-Canada international boundary south to Route 9B, south along Route 9B to Route 9, south along Route 9 to Route 22 south of Keeseville, south along Route 22 to the west shore of South Bay along and around the shoreline of South Bay to Route 22 on the east shore of South Bay, southeast along Route 22 to Route 4, northeast along Route 4 to the New York-Vermont boundary.

Northeast Goose Area: The same as the Northeastern Waterfowl Hunting Zone, which is that area of New York State lying north of a continuous line extending from Lake Ontario east along the north shore of the Salmon River to Interstate 81, south along Interstate 81 to Route 31, east along Route 31 to Route 13, north along Route 13 to Route 49, east along Route 49 to Route 365, east along Route 365 to Route 28, east along Route 28 to Route 29, east along Route 29 to Route 22 at Greenwich Junction, north along Route 22 to Washington County Route 153, east along CR 153 to the New York-Vermont boundary, exclusive of the Lake Champlain Zone.

East Central Goose Area: That area of New York State lying inside of a continuous line extending from Interstate Route 81 in Cicero, east along Route 31 to Route 13, north along Route 13 to Route 49, east along Route 49 to Route 365, east along Route 365 to Route 28, east along Route 28 to Route 29, east along Route 29 to Route 147 at Kimball Corners, south along Route 147 to Schenectady County Route 40 (West Glenville Road), west along Route 40 to Touareuna Road, south along Touareuna Road to Schenectady County Route 59, south along Route 59 to State Route 5, east along Route 5 to the Lock 9 bridge, southwest along the Lock 9 bridge to Route 5S, southeast along Route 5S to Schenectady County Route 58, southwest along Route 58 to the NYS Thruway, south along the Thruway to

Route 7, southwest along Route 7 to Schenectady County Route 103, south along Route 103 to Route 406, east along Route 406 to Schenectady County Route 99 (Windy Hill Road), south along Route 99 to Dunnsville Road, south along Dunnsville Road to Route 397, southwest along Route 397 to Route 146 at Altamont, west along Route 146 to Albany County Route 252, northwest along Route 252 to Schenectady County Route 131, north along Route 131 to Route 7, west along Route 7 to Route 10 at Richmondville, south on Route 10 to Route 23 at Stamford, west along Route 23 to Route 7 in Oneonta, southwest along Route 7 to Route 79 to Interstate Route 88 near Harpursville, west along Route 88 to Interstate Route 81, north along Route 81 to the point of beginning.

West Central Goose Area: That area of New York State lying within a continuous line beginning at the point where the northerly extension of Route 269 (County Line Road on the Niagara-Orleans County boundary) meets the international boundary with Canada, south to the shore of Lake Ontario at the eastern boundary of Golden Hill State Park, south along the extension of Route 269 and Route 269 to Route 104 at Jeddo, west along Route 104 to Niagara County Route 271, south along Route 271 to Route 31E at Middleport, south along Route 31E to Route 31, west along Route 31 to Griswold Street, south along Griswold Street to Ditch Road, south along Ditch Road to Foot Road, south along Foot Road to the north bank of Tonawanda Creek, west along the north bank of Tonawanda Creek to Route 93, south along Route 93 to Route 5, east along Route 5 to Crittenden-Murrays Corners Road, south on Crittenden-Murrays Corners Road to the NYS Thruway, east along the Thruway 90 to Route 98 (at Thruway Exit 48) in Batavia, south along Route 98 to Route 20, east along Route 20 to Route 19 in Pavilion Center, south along Route 19 to Route 63, southeast along Route 63 to Route 246, south along Route 246 to Route 39 in Perry, northeast along Route 39 to Route 20A, northeast along Route 20A to Route 20, east along Route 20 to Route 364 (near Canandaigua), south and east along Route 364 to Yates County Route 18 (Italy Valley Road), southwest along Route 18 to Yates County Route 34, east along Route 34 to Yates County Route 32, south along Route 32 to Steuben County Route 122, south along Route 122 to Route 53, south along Route 53 to Steuben County Route 74, east along Route 74 to Route 54A (near Pulteney), south along Route 54A to Steuben County Route 87, east

along Route 87 to Steuben County Route 96, east along Route 96 to Steuben County Route 114, east along Route 114 to Schuyler County Route 23, east and southeast along Route 23 to Schuyler County Route 28, southeast along Route 28 to Route 409 at Watkins Glen, south along Route 409 to Route 14, south along Route 14 to Route 224 at Montour Falls, east along Route 224 to Route 228 in Odessa, north along Route 228 to Route 79 in Mecklenburg, east along Route 79 to Route 366 in Ithaca, northeast along Route 366 to Route 13, northeast along Route 13 to Interstate Route 81 in Cortland, north along Route 81 to the north shore of the Salmon River to shore of Lake Ontario, extending generally northwest in a straight line to the nearest point of the international boundary with Canada, south and west along the international boundary to the point of beginning.

Hudson Valley Goose Area: That area of New York State lying within a continuous line extending from Route 4 at the New York-Vermont boundary, west and south along Route 4 to Route 149 at Fort Ann, west on Route 149 to Route 9, south along Route 9 to Interstate Route 87 (at Exit 20 in Glens Falls), south along Route 87 to Route 29, west along Route 29 to Route 147 at Kimball Corners, south along Route 147 to Schenectady County Route 40 (West Glenville Road), west along Route 40 to Touareuna Road, south along Touareuna Road to Schenectady County Route 59, south along Route 59 to State Route 5, east along Route 5 to the Lock 9 bridge, southwest along the Lock 9 bridge to Route 5S, southeast along Route 5S to Schenectady County Route 58, southwest along Route 58 to the NYS Thruway, south along the Thruway to Route 7, southwest along Route 7 to Schenectady County Route 103, south along Route 103 to Route 406, east along Route 406 to Schenectady County Route 99 (Windy Hill Road), south along Route 99 to Dunnsville Road, south along Dunnsville Road to Route 397, southwest along Route 397 to Route 146 at Altamont, southeast along Route 146 to Main Street in Altamont, west along Main Street to Route 156, southeast along Route 156 to Albany County Route 307, southeast along Route 307 to Route 85A, southwest along Route 85A to Route 85, south along Route 85 to Route 443, southeast along Route 443 to Albany County Route 301 at Clarksville, southeast along Route 301 to Route 32, south along Route 32 to Route 23 at Cairo, west along Route 23 to Joseph Chadderdon Road, southeast along Joseph Chadderdon Road to Hearts Content Road (Greene County Route 31),

southeast along Route 31 to Route 32, south along Route 32 to Greene County Route 23A, east along Route 23A to Interstate Route 87 (the NYS Thruway), south along Route 87 to Route 28 (Exit 19) near Kingston, northwest on Route 28 to Route 209, southwest on Route 209 to the New York-Pennsylvania boundary, southeast along the New York-Pennsylvania boundary to the New York-New Jersey boundary, southeast along the New York-New Jersey boundary to Route 210 near Greenwood Lake, northeast along Route 210 to Orange County Route 5, northeast along Orange County Route 5 to Route 105 in the Village of Monroe, east and north along Route 105 to Route 32, northeast along Route 32 to Orange County Route 107 (Quaker Avenue), east along Route 107 to Route 9W, north along Route 9W to the south bank of Moodna Creek, southeast along the south bank of Moodna Creek to the New Windsor-Cornwall town boundary, northeast along the New Windsor-Cornwall town boundary to the Orange-Dutchess County boundary (middle of the Hudson River), north along the county boundary to Interstate Route 84, east along Route 84 to the Dutchess-Putnam County boundary, east along the county boundary to the New York-Connecticut boundary, north along the New York-Connecticut boundary to the New York-Massachusetts boundary, north along the New York-Massachusetts boundary to the New York-Vermont boundary, north to the point of beginning.

Eastern Long Island Goose Area (NAP High Harvest Area): That area of Suffolk County lying east of a continuous line extending due south from the New York-Connecticut boundary to the northernmost end of Roanoke Avenue in the Town of Riverhead; then south on Roanoke Avenue (which becomes County Route 73) to State Route 25; then west on Route 25 to Peconic Avenue; then south on Peconic Avenue to County Route (CR) 104 (Riverleigh Avenue); then south on CR 104 to CR 31 (Old Riverhead Road); then south on CR 31 to Oak Street; then south on Oak Street to Potunk Lane; then west on Stevens Lane; then south on Jessup Avenue (in Westhampton Beach) to Dune Road (CR 89); then due south to international waters.

Western Long Island Goose Area (RP Area): That area of Westchester County and its tidal waters southeast of Interstate Route 95 and that area of Nassau and Suffolk Counties lying west of a continuous line extending due south from the New York-Connecticut boundary to the northernmost end of Sound Road (just east of Wading River Marsh); then south on Sound Road to

North Country Road; then west on North Country Road to Randall Road; then south on Randall Road to Route 25A, then west on Route 25A to the Sunken Meadow State Parkway; then south on the Sunken Meadow Parkway to the Sagtikos State Parkway; then south on the Sagtikos Parkway to the Robert Moses State Parkway; then south on the Robert Moses Parkway to its southernmost end; then due south to international waters.

Central Long Island Goose Area (NAP Low Harvest Area): That area of Suffolk County lying between the Western and Eastern Long Island Goose Areas, as defined above.

South Goose Area: The remainder of New York State, excluding New York City.

North Carolina

Northeast Zone: Includes the following counties or portions of counties: Bertie (that portion north and east of a line formed by NC 45 at the Washington County line to U.S. 17 in Midway, U.S. 17 in Midway to U.S. 13 in Windsor, U.S. 13 in Windsor to the Hertford County line), Camden, Chowan, Currituck, Dare, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington.

RP Zone: Remainder of the State.

Pennsylvania

Resident Canada and Cackling Goose Zone: All of Pennsylvania area east of route SR 97 from the Maryland State Line to the intersection of SR 194, east of SR 194 to the intersection of U.S. Route 30, south of U.S. Route 30 to SR 441, east of SR 441 to SR 743, east of SR 743 to intersection of I-81, east of I-81 to intersection of I-80, and south of I-80 to the New Jersey State line.

AP Zone: The area east of route SR 97 from Maryland State Line to the intersection of SR 194, east of SR 194 to intersection of U.S. Route 30, south of U.S. Route 30 to SR 441, east of SR 441 to SR 743, east of SR 743 to intersection of I-81, east of I-81 to intersection of I-80, south of I-80 to the New Jersey State line.

Rhode Island

Special Area for Canada and Cackling Geese: Kent and Providence Counties and portions of the towns of Exeter and North Kingston within Washington County (see State regulations for detailed descriptions).

South Carolina

Canada and Cackling Goose Area: Statewide except for the following area:

East of U.S. 301: That portion of Clarendon County bounded to the north

by S-14-25, to the east by Hwy 260, and to the south by the markers delineating the channel of the Santee River.

West of U.S. 301: That portion of Clarendon County bounded on the north by S-14-26 extending southward to that portion of Orangeburg County bordered by Hwy 6.

Vermont

Same zones as for ducks.

Virginia

AP Zone: The area to the east of the following line: the "Blue Ridge" (Loudoun-Clarke Counties border) at the West Virginia-Virginia border, south to Interstate 64 (the Blue Ridge line follows county borders along the western edge of Loudoun, Fauquier, Rappahannock, Madison, Greene, Albemarle, and into Nelson Counties), then east along Interstate 64 to Interstate 95 in Richmond, then south along Interstate 95 to Route 460 in Petersburg, then southeast along Route 460 to Route 32 in the City of Suffolk, then south to the North Carolina border.

RP Zone: The remainder of the State west of the AP Zone.

Mississippi Flyway

Arkansas

Northwest Zone: Baxter, Benton, Boone, Carroll, Conway, Crawford, Faulkner, Franklin, Johnson, Logan, Madison, Marion, Newton, Perry, Pope, Pulaski, Searcy, Sebastian, Scott, Van Buren, Washington, and Yell Counties.

Remainder of State: That portion of the State outside of the Northwest Zone.

Illinois

North Zone: That portion of the State north of a line extending west from the Indiana border along Interstate 80 to I-39, south along I-39 to Illinois Route 18, west along Illinois Route 18 to Illinois Route 29, south along Illinois Route 29 to Illinois Route 17, west along Illinois Route 17 to the Mississippi River, and due south across the Mississippi River to the Iowa border.

Central Zone: That portion of the State south of the North Goose Zone line to a line extending west from the Indiana border along I-70 to Illinois Route 4, south along Illinois Route 4 to Illinois Route 161, west along Illinois Route 161 to Illinois Route 158, south and west along Illinois Route 158 to Illinois Route 159, south along Illinois Route 159 to Illinois Route 3, south along Illinois Route 3 to St. Leo's Road, south along St. Leo's Road to Modoc Road, west along Modoc Road to Modoc Ferry Road, southwest along Modoc Ferry Road to Levee Road, southeast along Levee Road to County Route 12

(Modoc Ferry entrance Road), south along County Route 12 to the Modoc Ferry route, and southwest on the Modoc Ferry route across the Mississippi River to the Missouri border.

South Zone: Same zone as for ducks.

South Central Zone: Same zone as for ducks.

Indiana

Same zones as for ducks.

Iowa

Same zones as for ducks.

Kentucky

Western: The area that includes all counties west of and including Hardin, Nelson, Washington, Marion, Taylor, Adair, and Cumberland Counties.

Eastern: The area that includes Bullitt County in its entirety and all other counties not included in the Western goose zone.

Louisiana

Same zones as for ducks.

Michigan

North Zone: Same as North duck zone.

Middle Zone: Same as Middle duck zone.

South Zone: Same as South duck zone.

Allegan County Game Management Unit (GMU): That area encompassed by a line beginning at the junction of 136th Avenue and Interstate Highway 196 in Lake Town Township and extending easterly along 136th Avenue to Michigan Highway 40, southerly along Michigan 40 through the city of Allegan to 108th Avenue in Trowbridge Township, westerly along 108th Avenue to 46th Street, northerly along 46th Street to 109th Avenue, westerly along 109th Avenue to I-196 in Casco Township, then northerly along I-196 to the point of beginning.

Muskegon Wastewater GMU: That portion of Muskegon County within the boundaries of the Muskegon County wastewater system, east of the Muskegon State Game Area, in sections 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, and 32, T10N R14W, and sections 1, 2, 10, 11, 12, 13, 14, 24, and 25, T10N R15W, as posted.

Minnesota

Same zones as for ducks.

Missouri

Same zones as for ducks.

Ohio

Same zones as for ducks.

Tennessee

Reelfoot Zone: The lands and waters within the boundaries of Reelfoot Lake WMA only.

Remainder of State: The remainder of the State.

Wisconsin

North and South Zones: Same zones as for ducks.

Mississippi River Zone: That area encompassed by a line beginning at the intersection of the Burlington Northern & Santa Fe Railway and the Illinois State line in Grant County and extending northerly along the Burlington Northern & Santa Fe Railway to the city limit of Prescott in Pierce County, then west along the Prescott city limit to the Minnesota State line.

Central Flyway

Colorado (Central Flyway Portion)

North Park Area: Jackson County.

South Park Area: Chaffee, Custer, Fremont, Lake, Park, and Teller Counties.

San Luis Valley Area: All of Alamosa, Conejos, Costilla, and Rio Grande Counties, and those portions of Saguache, Mineral, Hinsdale, Archuleta, and San Juan Counties east of the Continental Divide.

Remainder: Remainder of the Central Flyway portion of Colorado.

Eastern Colorado Late Light Goose Area: That portion of the State east of Interstate Highway 25.

Montana (Central Flyway Portion)

Zone 1: Same as Zone 1 for ducks and coots.

Zone 2: Same as Zone 2 for ducks and coots.

Nebraska

Dark Geese

Niobrara Unit: That area contained within and bounded by the intersection of the Nebraska-South Dakota border and U.S. Hwy 83, south to U.S. Hwy 20, east to NE Hwy 14, north along NE Hwy 14 to NE Hwy 59 and County Road 872, west along County Road 872 to the Knox County line, north along the Knox County line to the Nebraska-South Dakota border, west along the Nebraska-South Dakota border to U.S. Hwy 83. Where the Niobrara River forms the boundary, both banks of the river are included in the Niobrara Unit.

Platte River Unit: The area bounded starting at the northernmost intersection of the Interstate Canal at the Nebraska-Wyoming border; south along the Nebraska-Wyoming border to the Nebraska-Colorado border; east and south along the Nebraska-Colorado

border to the Nebraska-Kansas border; east along the Nebraska-Kansas border to the Nebraska-Missouri border; north along the Nebraska-Missouri and Nebraska-Iowa borders to the Burt-Washington Counties line; west along the Burt-Washington Counties line to U.S. Hwy 75; south to Dodge County Road 4/Washington County Road 4; west to U.S. Hwy 77; south to U.S. Hwy 275; northwest to U.S. Hwy 91; west to NE Hwy 45; north to NE Hwy 32; west to NE Hwy 14; north to NE Hwy 70; west to U.S. Hwy 281; south to NE Hwy 70; west along NE Hwy 70/91 to NE Hwy 11; north to the Holt County line; west along the northern border of Garfield, Loup, Blaine, and Thomas Counties to the Hooker County line; south along the Thomas-Hooker Counties lines to the McPherson County line; east along the south border of Thomas County to the Custer County line; south along the Custer-Logan Counties line to NE Hwy 92; west to U.S. Hwy 83; north to NE Hwy 92; west to NE Hwy 61; north to NE Hwy 2; west along NE Hwy 2 to the corner formed by Garden, Grant, and Sheridan Counties; west along the north borders of Garden, Morrill, and Scotts Bluff Counties to the intersection with the Interstate Canal; north and west along the Interstate Canal to the intersection with the Nebraska-Wyoming border.

North-Central Unit: Those portions of the State not in the Niobrara and Platte River zones.

Light Geese

Rainwater Basin Light Goose Area: The area bounded by the junction of NE Hwy 92 and NE Hwy 15, south along NE Hwy 15 to NE Hwy 4, west along NE Hwy 4 to U.S. Hwy 34, west along U.S. Hwy 34 to U.S. Hwy 283, north along U.S. Hwy 283 to U.S. Hwy 30, east along U.S. Hwy 30 to NE Hwy 92, east along NE Hwy 92 to the beginning.

Remainder of State: The remainder of Nebraska.

New Mexico (Central Flyway Portion)

Dark Geese

Middle Rio Grande Valley Unit: Sierra, Socorro, and Valencia Counties.

Remainder: The remainder of the Central Flyway portion of New Mexico.

North Dakota

Missouri River Canada and Cackling Goose Zone: The area within and bounded by a line starting where ND Hwy 6 crosses the South Dakota border; then north on ND Hwy 6 to I-94; then west on I-94 to ND Hwy 49; then north on ND Hwy 49 to ND Hwy 200; then west on ND Hwy 200; then north on ND Hwy 8 to the Mercer-McLean Counties

line; then east following the county line until it turns south toward Garrison Dam; then east along a line (including Mallard Island) of Lake Sakakawea to U.S. Hwy 83; then south on U.S. Hwy 83 to ND Hwy 200; then east on ND Hwy 200 to ND Hwy 41; then south on ND Hwy 41 to U.S. Hwy 83; then south on U.S. Hwy 83 to I-94; then east on I-94 to U.S. Hwy 83; then south on U.S. Hwy 83 to the South Dakota border; then west along the South Dakota border to ND Hwy 6.

Western North Dakota Canada and Cackling Goose Zone: Same as the High Plains Unit for ducks, mergansers, and coots, excluding the Missouri River Canada Goose Zone.

Rest of State: Remainder of North Dakota.

South Dakota

Early Canada and Cackling Goose Seasons

Special Early Canada and Cackling Goose Unit: The Counties of Campbell, Clark, Codington, Day, Deuel, Grant, Hamlin, Marshall, Roberts, and Walworth; that portion of Perkins County west of State Highway 75 and south of State Highway 20; that portion of Dewey County north of Bureau of Indian Affairs Road 8, Bureau of Indian Affairs Road 9, and the section of U.S. Highway 212 east of the Bureau of Indian Affairs Road 8 junction; that portion of Potter County east of U.S. Highway 83; that portion of Sully County east of U.S. Highway 83; portions of Hyde, Buffalo, Brule, and Charles Mix Counties north and east of a line beginning at the Hughes-Hyde County line on State Highway 34, east to Lees Boulevard, southeast to State Highway 34, east 7 miles to 350th Avenue, south to Interstate 90 on 350th Avenue, south and east on State Highway 50 to Geddes, east on 285th Street to U.S. Highway 281, and north on U.S. Highway 281 to the Charles Mix-Douglas Counties boundary; that portion of Bon Homme County north of State Highway 50; those portions of Yankton and Clay Counties north of a line beginning at the junction of State Highway 50 and 306th Street/County Highway 585 in Bon Homme County, east to U.S. Highway 81, then north on U.S. Highway 81 to 303rd Street, then east on 303rd Street to 444th Avenue, then south on 444th Avenue to 305th Street, then east on 305th Street/Bluff Road to State Highway 19, then south to State Highway 50 and east to the Clay/Union County Line; Aurora, Beadle, Brookings, Brown, Butte, Corson, Davison, Douglas, Edmunds, Faulk, Haakon, Hand, Hanson, Harding,

Hutchinson, Jackson, Jerauld, Jones, Kingsbury, Lake, McCook, McPherson, Meade, Mellette, Miner, Moody, Oglala Lakota (formerly Shannon), Sanborn, Spink, Todd, Turner, and Ziebach Counties; and those portions of Minnehaha and Lincoln Counties outside of an area bounded by a line beginning at the junction of the South Dakota-Minnesota State line and Minnehaha County Highway 122 (254th Street) west to its junction with Minnehaha County Highway 149 (464th Avenue), south on Minnehaha County Highway 149 (464th Avenue) to Hartford, then south on Minnehaha County Highway 151 (463rd Avenue) to State Highway 42, east on State Highway 42 to State Highway 17, south on State Highway 17 to its junction with Lincoln County Highway 116 (Klondike Road), and east on Lincoln County Highway 116 (Klondike Road) to the South Dakota-Iowa State line, then north along the South Dakota-Iowa and South Dakota-Minnesota border to the junction of the South Dakota-Minnesota State line and Minnehaha County Highway 122 (254th Street).

Regular Seasons

Unit 1: Same as that for the Special Early Canada and Cackling Goose Unit.

Unit 2: All of South Dakota not included in Unit 1 and Unit 3.

Unit 3: Bennett County.

Texas

Northeast Goose Zone: That portion of Texas lying east and north of a line beginning at the Texas-Oklahoma border at U.S. 81, then continuing south to Bowie and then southeasterly along U.S. 81 and U.S. 287 to I-35W and I-35 to the juncture with I-10 in San Antonio, then east on I-10 to the Texas-Louisiana border.

Southeast Goose Zone: That portion of Texas lying east and south of a line beginning at the International Toll Bridge at Laredo, then continuing north following I-35 to the juncture with I-10 in San Antonio, then easterly along I-10 to the Texas-Louisiana border.

West Goose Zone: The remainder of the State.

Wyoming (Central Flyway Portion)

Dark Geese

Zone G1: Big Horn, Converse, Hot Springs, Natrona, Park, and Washakie Counties.

Zone G1A: Goshen and Platte Counties.

Zone G2: Campbell, Crook, Johnson, Niobrara, Sheridan, and Weston Counties.

Zone G3: Albany and Laramie Counties; and that portion of Carbon County east of the Continental Divide.

Zone G4: Fremont County excluding those portions south or west of the Continental Divide.

Pacific Flyway

Arizona

Same zones as for ducks.

California

Northeastern Zone: That portion of California lying east and north of a line beginning at the intersection of Interstate 5 with the California-Oregon line; south along Interstate 5 to its junction with Walters Lane south of the town of Yreka; west along Walters Lane to its junction with Easy Street; south along Easy Street to the junction with Old Highway 99; south along Old Highway 99 to the point of intersection with Interstate 5 north of the town of Weed; south along Interstate 5 to its junction with Highway 89; east and south along Highway 89 to main street Greenville; north and east to its junction with North Valley Road; south to its junction of Diamond Mountain Road; north and east to its junction with North Arm Road; south and west to the junction of North Valley Road; south to the junction with Arlington Road (A22); west to the junction of Highway 89; south and west to the junction of Highway 70; east on Highway 70 to Highway 395; south and east on Highway 395 to the point of intersection with the California-Nevada State line; north along the California-Nevada State line to the junction of the California-Nevada-Oregon State lines west along the California-Oregon State line to the point of origin.

Klamath Basin Special Management Area: Beginning at the intersection of Highway 161 and Highway 97; east on Highway 161 to Hill Road; south on Hill Road to N Dike Road West Side; east on N Dike Road West Side until the junction of the Lost River; north on N Dike Road West Side until the Volcanic Legacy Scenic Byway; east on Volcanic Legacy Scenic Byway until N Dike Road East Side; south on the N Dike Road East Side; continue east on N Dike Road East Side to Highway 111; south on Highway 111/Great Northern Road to Highway 120/Highway 124; west on Highway 120/Highway 124 to Hill Road; south on Hill Road until Lairds Camp Road; west on Lairds Camp Road until Willow Creek; west and south on Willow Creek to Red Rock Road; west on Red Rock Road until Meiss Lake Road/Old State Highway; north on Meiss Lake Road/Old State Highway to

Highway 97; north on Highway 97 to the point of origin.

Colorado River Zone: Those portions of San Bernardino, Riverside, and Imperial Counties east of a line from the intersection of Highway 95 with the California-Nevada State line; south on Highway 95 through the junction with Highway 40; south on Highway 95 to Vidal Junction; south through the town of Rice to the San Bernardino-Riverside Counties line on a road known as "Aqueduct Road" also known as Highway 62 in San Bernardino County; southwest on Highway 62 to Desert Center Rice Road; south on Desert Center Rice Road/Highway 177 to the town of Desert Center; east 31 miles on Interstate 10 to its intersection with Wiley Well Road; south on Wiley Well Road to Wiley Well; southeast on Milpitas Wash Road to the Blythe, Brawley, Davis Lake intersections; south on Blythe Ogilby Road also known as County Highway 34 to its intersection with Ogilby Road; south on Ogilby Road to its intersection with Interstate 8; east 7 miles on Interstate 8 to its intersection with the Andrade-Algodones Road/Highway 186; south on Highway 186 to its intersection with the U.S.-Mexico border at Los Algodones, Mexico.

Southern Zone: That portion of southern California (but excluding the Colorado River zone) south and east of a line beginning at the mouth of the Santa Maria River at the Pacific Ocean; east along the Santa Maria River to where it crosses Highway 101-166 near the City of Santa Maria; north on Highway 101-166; east on Highway 166 to the junction with Highway 99; south on Highway 99 to the junction of Interstate 5; south on Interstate 5 to the crest of the Tehachapi Mountains at Tejon Pass; east and north along the crest of the Tehachapi Mountains to where it intersects Highway 178 at Walker Pass; east on Highway 178 to the junction of Highway 395 at the town of Inyokern; south on Highway 395 to the junction of Highway 58; east on Highway 58 to the junction of Interstate 15; east on Interstate 15 to the junction with Highway 127; north on Highway 127 to the point of intersection with the California-Nevada State line.

Imperial County Special Management Area: The area bounded by a line beginning at Highway 86 and the Navy Test Base Road; south on Highway 86 to the town of Westmoreland; continue through the town of Westmoreland to Route S26; east on Route S26 to Highway 115; north on Highway 115 to Weist Road; north on Weist Road to Flowing Wells Road; northeast on Flowing Wells Road to the Coachella Canal; northwest on the Coachella Canal

to Drop 18; a straight line from Drop 18 to Frink Road; south on Frink Road to Highway 111; north on Highway 111 to Niland Marina Road; southwest on Niland Marina Road to the old Imperial County boat ramp and the water line of the Salton Sea; from the water line of the Salton Sea, a straight line across the Salton Sea to the Salinity Control Research Facility and the Navy Test Base Road; southwest on the Navy Test Base Road to the point of beginning.

Balance of State Zone: The remainder of California not included in the Northeastern, Colorado River, and Southern Zones.

North Coast Special Management Area: Del Norte and Humboldt Counties.

Sacramento Valley Special Management Area: That area bounded by a line beginning at Willows south on I-5 to Hahn Road; easterly on Hahn Road and the Grimes-Arbuckle Road to Grimes; northerly on CA 45 to the junction with CA 162; northerly on CA 45/162 to Glenn; and westerly on CA 162 to the point of beginning in Willows.

Colorado (Pacific Flyway Portion)

Same zones as for ducks.

Idaho

Early Canada and Cackling Goose Seasons

Zone 1: Bonneville, Butte, Clark, Fremont, Jefferson, Madison, and Teton Counties.

Zone 2: Bannock County; Bear Lake County west of Highway 30 to Montpelier, south of Highway 89 to Ovid, and east of Highway 89 to the state line; Bingham County except that portion within the Blackfoot Reservoir drainage; Blaine County; Caribou County south of Highway 30; and Cassia, Franklin, Gooding, Jerome, Lincoln, Minidoka, Oneida, Power, and Twin Falls Counties.

Zone 3: Ada, Adams, Boise, Camas, Canyon, Clearwater, Custer, Elmore, Gooding, Idaho, Latah, Lemhi, Lewis, Nez Perce, Owyhee, Payette, and Washington Counties.

Zone 4: Bear Lake County east of Highway 30 to Montpelier, south of Highway 89 to Ovid, and east of Highway 89 to the state line, and Caribou County north of Highway 30.

Zone 5: Valley County.

Zone 6: Benewah, Bonner, Boundary, Kootenai, and Shoshone Counties.

Regular Seasons

Canada and Cackling Geese and Brant

Same as for early Canada and cackling goose seasons.

White-Fronted Geese

Zone 1: Bannock, Bear Lake, Bingham, Bonneville, Butte, Caribou, Clark, Fremont, Jefferson, and Madison Counties; Power County east of State Highway 37 and State Highway 39; and Teton County.

Zone 2: Adams, Blaine, Camas, Clearwater, Custer, Franklin, Idaho, Latah, Lemhi, Lewis, Nez Perce, and Oneida Counties; and Power County west of State Highway 37 and State Highway 39.

Zone 3: Ada, Boise, Canyon, Cassia, Elmore, Gem, Gooding, Jerome, Lincoln, Minidoka, Owyhee, Payette, Twin Falls, and Washington Counties.

Zone 4: Valley County.

Zone 5: Benewah, Bonner, Boundary, Kootenai, and Shoshone Counties.

Light Geese

Zone 1: Bannock and Bear Lake Counties; Bingham County east of the west bank of the Snake River, west of the McTucker boat ramp access road, and east of the American Falls Reservoir bluff; Bonneville County east of Interstate 15; Caribou County; Clark County east of Interstate 15; Fremont County; Jefferson County east of Interstate 15; Madison County; and Power County below the American Falls Reservoir bluff and within the Fort Hall Indian Reservation; and Teton County.

Zone 2: Bingham County west of the west bank of the Snake River, east of the McTucker boat ramp access road, and west of the American Falls Reservoir bluff; Bonneville County west of Interstate 15; Butte County; Clark County west of Interstate 15; Franklin County; Jefferson County west of Interstate 15; Oneida County; and Power County except below the American Falls Reservoir bluff and those lands and waters within the Fort Hall Indian Reservation.

Zone 3: Ada, Blaine, Boise, Camas, Canyon, Cassia, Elmore, Gem, Gooding, Jerome, Lincoln, Minidoka, Owyhee, Payette, Twin Falls, and Washington Counties.

Zone 4: Adams, Clearwater, Custer, Idaho, Latah, Lemhi, Lewis, and Nez Perce Counties.

Zone 5: Valley County.

Zone 6: Benewah, Bonner, Boundary, Kootenai, and Shoshone Counties.

Nevada

Same zones as for ducks.

New Mexico (Pacific Flyway Portion)

North Zone: The Pacific Flyway portion of New Mexico located north of I-40.

South Zone: The Pacific Flyway portion of New Mexico located south of I-40.

Oregon

Northwest Permit Zone: Benton, Clackamas, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Multnomah, Polk, Tillamook, Washington, and Yamhill Counties.

Tillamook County Management Area: That portion of Tillamook County beginning at the point where Old Woods Road crosses the south shores of Horn Creek, north on Old Woods Road to Sand Lake Road at Woods, north on Sand Lake Road to the intersection with McPhillips Drive, due west (approximately 200 yards) from the intersection to the Pacific coastline, south along the Pacific coastline to a point due west of the western end of Pacific Avenue in Pacific City, east from this point (approximately 250 yards) to Pacific Avenue, east on Pacific Avenue to Brooten Road, south and then east on Brooten Road to Highway 101, north on Highway 101 to Resort Drive, north on Resort Drive to a point due west of the south shores of Horn Creek at its confluence with the Nestucca River, due east (approximately 80 yards) across the Nestucca River to the south shores of Horn Creek, east along the south shores of Horn Creek to the point of beginning.

Southwest Zone: Those portions of Douglas, Coos, and Curry Counties east of Highway 101, and Josephine and Jackson Counties.

South Coast Zone: Those portions of Douglas, Coos, and Curry Counties west of Highway 101.

Eastern Zone: Baker, Crook, Deschutes, Grant, Harney, Jefferson, Klamath, Lake, Malheur, Union, Wallowa, and Wheeler Counties.

Mid-Columbia Zone: Gilliam, Hood River, Morrow, Sherman, Umatilla, and Wasco Counties.

Utah

East Box Elder County Zone: Boundary begins at the intersection of the eastern boundary of Public Shooting Grounds Waterfowl Management Area and SR-83 (Promontory Road); east along SR-83 to I-15; south on I-15 to the Perry access road; southwest along this road to the Bear River Bird Refuge boundary; west, north, and then east along the refuge boundary until it intersects the Public Shooting Grounds Waterfowl Management Area boundary; east and north along the Public Shooting Grounds Waterfowl Management Area boundary to SR-83.

Wasatch Front Zone: Boundary begins at the Weber-Box Elder Counties line at I-15; east along Weber County line to

U.S.-89; south on U.S.-89 to I-84; east and south on I-84 to I-80; south on I-80 to U.S.-189; south and west on U.S.-189 to the Utah County line; southeast and then west along this line to the Tooele County line; north along the Tooele County line to I-80; east on I-80 to Exit 99; north from Exit 99 along a direct line to the southern tip of Promontory Point and Promontory Road; east and north along this road to the causeway separating Bear River Bay from Ogden Bay; east on this causeway to the southwest corner of Great Salt Lake Mineral Corporation's (GSLMC) west impoundment; north and east along GSLMC's west impoundment to the northwest corner of the impoundment; north from this point along a direct line to the southern boundary of Bear River Migratory Bird Refuge; east along this southern boundary to the Perry access road; northeast along this road to I-15; south along I-15 to the Weber-Box Elder Counties line.

Southern Zone: Boundary includes Beaver, Carbon, Emery, Garfield, Grand, Iron, Juab, Kane, Millard, Piute, San Juan, Sanpete, Sevier, Washington, and Wayne Counties, and that part of Tooele County south of I-80.

Northern Zone: The remainder of Utah not included in the East Box Elder County, Wasatch Front, and Southern Zones.

Washington

Area 1: Skagit and Whatcom Counties, and that portion of Snohomish County west of Interstate 5.

Area 2 Inland (Southwest Permit Zone): Clark, Cowlitz, and Wahkiakum Counties, and that portion of Grays Harbor County east of Highway 101.

Area 2 Coastal (Southwest Permit Zone): Pacific County and that portion of Grays Harbor County west of Highway 101.

Area 3: All areas west of the Pacific Crest Trail and west of the Big White Salmon River that are not included in Areas 1, 2 Coastal, and 2 Inland.

Area 4: Adams, Benton, Chelan, Douglas, Franklin, Grant, Kittitas, Lincoln, Okanogan, Spokane, and Walla Walla Counties.

Area 5: All areas east of the Pacific Crest Trail and east of the Big White Salmon River that are not included in Area 4.

Wyoming (Pacific Flyway Portion)

Early Canada and Cackling Goose Seasons

Teton County Zone: Teton County.

Balance of State Zone: Remainder of the State.

Brant

Pacific Flyway

California

Northern Zone: Del Norte, Humboldt, and Mendocino Counties.

Balance of State Zone: The remainder of the State not included in the Northern Zone.

Washington

Puget Sound Zone: Clallam, Skagit, and Whatcom Counties.

Coastal Zone: Pacific County.

Swans

Central Flyway

South Dakota

Open Area: Aurora, Beadle, Brookings, Brown, Brule, Buffalo, Campbell, Clark, Codrington, Davison, Day, Deuel, Edmunds, Faulk, Grant, Hamlin, Hand, Hanson, Hughes, Hyde, Jerauld, Kingsbury, Lake, Marshall, McCook, McPherson, Miner, Minnehaha, Moody, Potter, Roberts, Sanborn, Spink, Sully, and Walworth Counties.

Pacific Flyway

Idaho

Open Area: Benewah, Bonner, Boundary, and Kootenai Counties.

Montana (Pacific Flyway Portion)

Open Area: Cascade, Chouteau, Hill, Liberty, and Toole Counties and those portions of Pondera and Teton Counties lying east of U.S. 287-89.

Nevada

Open Area: Churchill, Lyon, and Pershing Counties.

Utah

Open Area: Begins at I-15 and Exit 365 (SR 13/83); west and north on SR-83 to I-84; west on I-84 to SR-30; southwest on SR-30 to the Nevada-Utah State line; south on this State line to I-80; east on I-80 to I-15; north on I-15 to Exit 365 (SR 13/83).

Doves

Alabama

South Zone: Baldwin, Coffee, Covington, Dale, Escambia, Geneva, Henry, Houston, and Mobile Counties.

North Zone: Remainder of the State.

Florida

Northwest Zone: The Counties of Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Liberty, Okaloosa, Santa Rosa, Walton, Washington, Leon (except that portion north of U.S. 27 and east of State Road

155), Jefferson (south of U.S. 27, west of State Road 59 and north of U.S. 98), and Wakulla (except that portion south of U.S. 98 and east of the St. Marks River).

South Zone: The remainder of the State.

Louisiana

North Zone: That portion of the State north of a line extending east from the Texas border along State Highway 12 to U.S. Highway 190, east along U.S. Highway 190 to Interstate Highway 12, east along Interstate Highway 12 to Interstate Highway 10, then east along Interstate Highway 10 to the Mississippi border.

South Zone: The remainder of the State.

Mississippi

North Zone: That portion of the State north and west of a line extending west from the Alabama State line along U.S. Highway 84 to its junction with State Highway 35, then south along State Highway 35 to the Louisiana State line.

South Zone: The remainder of Mississippi.

New Mexico

North Zone: North of I-40 from the New Mexico-Arizona border to U.S. Hwy. 54 at Tucumcari; U.S. Hwy. 54 from Tucumcari to the New Mexico-Texas border.

South Zone: South of I-40 from the New Mexico-Arizona border to U.S. Hwy. 54 at Tucumcari; U.S. Hwy. 54 from Tucumcari to the New Mexico-Texas border.

Oregon

Zone 1: Benton, Clackamas, Clatsop, Columbia, Coos, Curry, Douglas, Gilliam, Hood River, Jackson, Josephine, Lane, Lincoln, Linn, Marion, Morrow, Multnomah, Polk, Sherman, Tillamook, Umatilla, Wasco, Washington, and Yamhill Counties.

Zone 2: The remainder of Oregon not included in Zone 1.

Texas

North Zone: That portion of the State north of a line beginning at the International Bridge south of Fort Hancock; north along FM 1088 to TX 20; west along TX 20 to TX 148; north along TX 148 to I-10 at Fort Hancock; east along I-10 to I-20; northeast along I-20 to I-30 at Fort Worth; northeast along I-30 to the Texas-Arkansas State line.

Central Zone: That portion of the State lying between the North and South Zones.

South Zone: That portion of the State south and west of a line beginning at the International Bridge south of Del Rio,

proceeding east on U.S. 90 to State Loop 1604 west of San Antonio; then south, east, and north along Loop 1604 to I-10 east of San Antonio; then east on I-10 to Orange, Texas.

Special White-Winged Dove Area: Same as the South Zone.

New Mexico

North Zone: That portion of the State north of a line following I-40 from the Arizona border east to U.S. Hwy 54 at Tucumcari and U.S. Hwy 54 at Tucumcari east to the Texas border.

South Zone: The remainder of the State not included in the North Zone.

Band-Tailed Pigeons

California

North Zone: Alpine, Butte, Del Norte, Glenn, Humboldt, Lassen, Mendocino, Modoc, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity Counties.

South Zone: The remainder of the State not included in the North Zone.

New Mexico

North Zone: North of a line following U.S. 60 from the Arizona State line east to I-25 at Socorro and then south along I-25 from Socorro to the Texas State line.

South Zone: The remainder of the State not included in the North Zone.

Washington

Western Washington: The State of Washington excluding those portions lying east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

American Woodcock

New Jersey

North Zone: That portion of the State north of NJ 70.

South Zone: The remainder of the State.

Sandhill Cranes

Mississippi Flyway

Alabama

Open Area: That area north of Interstate 20 from the Georgia State line to the interchange with Interstate 65, then east of Interstate 65 to the interchange with Interstate 22, then north of Interstate 22 to the Mississippi State line.

Minnesota

Northwest Zone: That portion of the State encompassed by a line extending east from the North Dakota border along U.S. Highway 2 to State Trunk Highway (STH) 32, north along STH 32 to STH 92, east along STH 92 to County State

Aid Highway (CSAH) 2 in Polk County, north along CSAH 2 to CSAH 27 in Pennington County, north along CSAH 27 to STH 1, east along STH 1 to CSAH 28 in Pennington County, north along CSAH 28 to CSAH 54 in Marshall County, north along CSAH 54 to CSAH 9 in Roseau County, north along CSAH 9 to STH 11, west along STH 11 to STH 310, and north along STH 310 to the Manitoba border.

Tennessee

Southeast Crane Zone: That portion of the State south of Interstate 40 and east of State Highway 56.

Remainder of State: That portion of Tennessee outside of the Southeast Crane Zone.

Central Flyway

Colorado (Central Flyway Portion)

Open Area: The Central Flyway portion of the State except the San Luis Valley (Alamosa, Conejos, Costilla, Hinsdale, Mineral, Rio Grande, and Saguache Counties east of the Continental Divide) and North Park (Jackson County).

Kansas

Central Zone: That portion of the State within an area bounded by a line beginning where I-35 crosses the Kansas-Oklahoma border, then north on I-35 to Wichita, then north on I-135 to Salina, then north on U.S. 81 to the Nebraska border, then west along the Kansas-Nebraska border to its intersection with Hwy 283, then south on Hwy 283 to the intersection with Hwy 18/24, then east along Hwy 18 to Hwy 183, then south on Hwy 183 to Route 1, then south on Route 1 to the Oklahoma border, then east along the Kansas-Oklahoma border to where it crosses I-35.

West Zone: That portion of the State west of the western boundary of the Central Zone.

Montana (Central Flyway Portion)

Regular Season Open Area: The Central Flyway portion of the State except for that area south and west of Interstate 90.

Special Season Open Areas:

Zone 7: Golden Valley and Wheatland Counties and those portions of Stillwater and Sweetgrass Counties north of I-90.

Zone 8: Carbon County.

New Mexico (Central Flyway Portion)

Regular-Season Open Area: Chaves, Curry, De Baca, Eddy, Lea, Quay, and Roosevelt Counties.

Special Season Open Areas:

Middle Rio Grande Valley Area: The Central Flyway portion of New Mexico in Socorro and Valencia Counties.

Estancia Valley Area: Those portions of Santa Fe, Torrance, and Bernalillo Counties within an area bounded on the west by New Mexico Highway 55 beginning at Mountainair north to NM 337, north to NM 14, north to I-25; on the north by I-25 east to U.S. 285; on the east by U.S. 285 south to U.S. 60; and on the south by U.S. 60 from U.S. 285 west to NM 55 in Mountainair.

Southwest Zone: Area bounded on the south by the New Mexico-Mexico border; on the west by the New Mexico-Arizona border north to Interstate 10; on the north by Interstate 10 east to U.S. 180, north to NM 26, east to NM 27, north to NM 152, and east to Interstate 25; on the east by Interstate 25 south to Interstate 10, west to the Luna County line, and south to the New Mexico-Mexico border.

North Dakota

Area 1: That portion of the State west of U.S. 281.

Area 2: That portion of the State east of U.S. 281.

Oklahoma

Open Area: That portion of the State west of I-35.

South Dakota

Open Area: That portion of the State lying west of a line beginning at the South Dakota-North Dakota border and State Highway 25, south on State Highway 25 to its junction with State Highway 34, east on State Highway 34 to its junction with U.S. Highway 81, then south on U.S. Highway 81 to the South Dakota-Nebraska border.

Texas

Zone A: That portion of Texas lying west of a line beginning at the international toll bridge at Laredo; then northeast along U.S. Highway 81 to its junction with Interstate Highway 35 in Laredo; then north along Interstate Highway 35 to its junction with Interstate Highway 10 in San Antonio; then northwest along Interstate Highway 10 to its junction with U.S. Highway 83 at Junction; then north along U.S. Highway 83 to its junction with U.S. Highway 62, 16 miles north of Childress; then east along U.S. Highway 62 to the Texas-Oklahoma State line.

Zone B: That portion of Texas lying within boundaries beginning at the junction of U.S. Highway 81 and the Texas-Oklahoma State line; then southeast along U.S. Highway 81 to its junction with U.S. Highway 287 in Montague County; then southeast along

U.S. Highway 287 to its junction with Interstate Highway 35W in Fort Worth; then southwest along Interstate Highway 35 to its junction with Interstate Highway 10 in San Antonio; then northwest along Interstate Highway 10 to its junction with U.S. Highway 83 in the town of Junction; then north along U.S. Highway 83 to its junction with U.S. Highway 62, 16 miles north of Childress; then east along U.S. Highway 62 to the Texas-Oklahoma State line; then south along the Texas-Oklahoma State line to the south bank of the Red River; then eastward along the vegetation line on the south bank of the Red River to U.S. Highway 81.

Zone C: The remainder of the State, except for the closed areas.

Closed areas:

a. That portion of the State lying east and north of a line beginning at the junction of U.S. Highway 81 and the Texas-Oklahoma State line, then southeast along U.S. Highway 81 to its junction with U.S. Highway 287 in Montague County, then southeast along U.S. Highway 287 to its junction with I-35W in Fort Worth, then southwest along I-35 to its junction with U.S. Highway 290 East in Austin, then east along U.S. Highway 290 to its junction with Interstate Loop 610 in Harris County, then south and east along Interstate Loop 610 to its junction with Interstate Highway 45 in Houston, then south on Interstate Highway 45 to State Highway 342, then to the shore of the Gulf of America (the area formerly known as the Gulf of Mexico), and then north and east along the shore of the Gulf of America to the Texas-Louisiana State line.

b. That portion of the State lying within the boundaries of a line beginning at the Kleberg-Nueces County line and the shore of the Gulf of America, then west along the County line to Park Road 22 in Nueces County, then north and west along Park Road 22 to its junction with State Highway 358 in Corpus Christi, then west and north along State Highway 358 to its junction with State Highway 286, then north along State Highway 286 to its junction with Interstate Highway 37, then east along Interstate Highway 37 to its junction with U.S. Highway 181, then north and west along U.S. Highway 181 to its junction with U.S. Highway 77 in Sinton, then north and east along U.S. Highway 77 to its junction with U.S. Highway 87 in Victoria, then south and east along U.S. Highway 87 to its junction with State Highway 35 at Port Lavaca, then north and east along State Highway 35 to the south end of the Lavaca Bay Causeway, then south and east along the shore of Lavaca Bay to its

junction with the Port Lavaca Ship Channel, then south and east along the Lavaca Bay Ship Channel to the Gulf of America, and then south and west along the shore of the Gulf of America to the Kleberg-Nueces Counties line.

Wyoming (Central Flyway Portion)

Area 4: All lands within the Bureau of Reclamation's Riverton and Boysen Unit boundaries; those lands within Boysen State Park south of Cottonwood Creek, west of Boysen Reservoir, and south of U.S. Highway 20-26; and all non-Indian owned fee title lands within the exterior boundaries of the Wind River Reservation, excluding those lands within Hot Springs County.

Area 6: Big Horn, Hot Springs, Park, and Washakie Counties.

Area 7: Campbell, Converse, Crook, Goshen, Laramie, Niobrara, Platte, and Weston Counties.

Area 8: Johnson, Natrona, and Sheridan Counties.

Pacific Flyway

Arizona

Zone 1: Beginning at the junction of the New Mexico State line and U.S. Hwy 80; south along the State line to the U.S.-Mexico border; west along the border to the San Pedro River; north along the San Pedro River to the junction with Arizona Hwy 77; northerly along Arizona Hwy 77 to the Gila River; northeast along the Gila River to the San Carlos Indian Reservation boundary; south then east and north along the reservation boundary to U.S. Hwy 70; southeast on U.S. Hwy 70 to U.S. Hwy 191; south on U.S. Hwy 191 to the 352 exit on I-10; east on I-10 to Bowie-Apache Pass Road; southerly on the Bowie-Apache Pass Road to Arizona Hwy 186; southeasterly on Arizona Hwy 186 to Arizona Hwy 181; south on Arizona Hwy 181 to the West Turkey Creek-Kuykendall cutoff road; southerly on the Kuykendall cutoff road to Rucker Canyon Road; easterly on Rucker Canyon Road to the Tex Canyon Road; southerly on Tex Canyon Road to U.S. Hwy 80; northeast on U.S. Hwy 80 to the New Mexico State line.

Zone 2: Beginning at I-10 and the New Mexico State line; north along the State line to Arizona Hwy 78; southwest on Arizona Hwy 78 to U.S. Hwy 191; northwest on U.S. Hwy 191 to Clifton; westerly on the Lower Eagle Creek Road (Pump Station Road) to Eagle Creek; northerly along Eagle Creek to the San Carlos Indian Reservation boundary; southerly and west along the reservation boundary to U.S. Hwy 70; southeast on U.S. Hwy 70 to U.S. Hwy 191; south on

U.S. Hwy 191 to I-10; easterly on I-10 to the New Mexico State line.

Zone 3: Beginning on I-10 at the New Mexico State line; westerly on I-10 to the Bowie-Apache Pass Road; southerly on the Bowie-Apache Pass Road to AZ Hwy 186; southeast on AZ Hwy 186 to AZ Hwy 181; south on AZ Hwy 181 to the West Turkey Creek-Kuykendall cutoff road; southerly on the Kuykendall cutoff road to Rucker Canyon Road; easterly on the Rucker Canyon Road to Tex Canyon Road; southerly on Tex Canyon Road to U.S. Hwy 80; northeast on U.S. Hwy 80 to the New Mexico State line; north along the State line to I-10.

Idaho

Area 1: All of Bear Lake County and all of Caribou County except that portion lying within the Grays Lake Basin.

Area 2: All of Teton County except that portion lying west of State Highway 33 and south of Packsaddle Road (West 400 North) and north of the North Cedron Road (West 600 South) and east of the west bank of the Teton River.

Area 3: All of Fremont County except the Chester Wetlands Wildlife Management Area.

Area 4: All of Jefferson County.

Area 5: All of Bannock County east of Interstate 15 and south of U.S. Highway 30; and all of Franklin County.

Area 6: That portion of Oneida County within the boundary beginning at the intersection of the Idaho-Utah border and Old Highway 191, then north on Old Highway 191 to 1500 S, then west on 1500 S to Highway 38, then west on Highway 38 to 5400 W, then south on 5400 W to Pocatello Valley Road, then west and south on Pocatello Valley Road to 10000 W, then south on 10000 W to the Idaho-Utah border, then east along the Idaho-Utah border to the beginning point.

Montana (Pacific Flyway Portion)

Zone 1: Those portions of Deer Lodge County lying within the following described boundary: beginning at the intersection of I-90 and Highway 273, then westerly along Highway 273 to the junction of Highway 1, then southeast along said highway to Highway 275 at Opportunity, then east along said highway to East Side County road, then north along said road to Perkins Lane, then west on said lane to I-90, then north on said interstate to the junction of Highway 273, the point of beginning. Except for sections 13 and 24, T5N,

R10W; and Warm Springs Pond number 3.

Zone 2: That portion of the Pacific Flyway, located in Powell County lying within the following described boundary: beginning at the junction of State Routes 141 and 200, then west along Route 200 to its intersection with the Blackfoot River at Russell Gates Fishing Access Site (Powell-Missoula County line), then southeast along said river to its intersection with the Ovando-Helmville Road (County Road 104) at Cedar Meadows Fishing Access Site, then south and east along said road to its junction with State Route 141, then north along said route to its junction with State Route 200, the point of beginning.

Zone 3: Beaverhead, Gallatin, Jefferson, and Madison Counties.

Zone 4: Broadwater County.

Zone 5: Cascade and Teton Counties.

Zone 6: Meagher County.

Utah

Cache County: Cache County.

East Box Elder County: That portion of Box Elder County beginning on the Utah-Idaho State line at the Box Elder-Cache County line; west on the State line to the Pocatello Valley County Road; south on the Pocatello Valley County Road to I-15; southeast on I-15 to SR-83; south on SR-83 to Lamp Junction; west and south on the Promontory Point County Road to the tip of Promontory Point; south from Promontory Point to the Box Elder-Weber Counties line; east on the Box Elder-Weber Counties line to the Box Elder-Cache Counties line; north on the Box Elder-Cache Counties line to the Utah-Idaho State line.

Rich County: Rich County.

Uintah County: Uintah and Duchesne Counties.

Wyoming (Pacific Flyway Portion)

Area 1: All of the Bear River and Ham's Fork River drainages in Lincoln County.

Area 2: All of the Salt River drainage in Lincoln County south of the McCoy Creek Road.

Area 3: All lands within the Bureau of Reclamation's Eden Project in Sweetwater County.

Area 5: Uinta County.

All Migratory Game Birds in Alaska

North Zone: State Game Management Units 11-13 and 17-26.

Gulf Coast Zone: State Game Management Units 5-7, 9, 14-16, and 10 (Unimak Island only).

Southeast Zone: State Game Management Units 1-4.

Pribilof and Aleutian Islands Zone: State Game Management Unit 10 (except Unimak Island).

Kodiak Zone: State Game Management Unit 8.

All Migratory Game Birds in the Virgin Islands

Ruth Cay Closure Area: The island of Ruth Cay, just south of St. Croix.

All Migratory Game Birds in Puerto Rico

Municipality of Culebra Closure Area: All of the municipality of Culebra.

Desecheo Island Closure Area: All of Desecheo Island.

Mona Island Closure Area: All of Mona Island.

El Verde Closure Area: Those areas of the municipalities of Rio Grande and Loiza delineated as follows: (1) All lands between Routes 956 on the west and 186 on the east, from Route 3 on the north to the juncture of Routes 956 and 186 (Km 13.2) in the south; (2) all lands between Routes 186 and 966 from the juncture of 186 and 966 on the north, to the Caribbean National Forest Boundary on the south; (3) all lands lying west of Route 186 for 1 kilometer from the juncture of Routes 186 and 956 south to Km 6 on Route 186; (4) all lands within Km 14 and Km 6 on the west and the Caribbean National Forest Boundary on the east; and (5) all lands within the Caribbean National Forest Boundary whether private or public.

Cidra Municipality and adjacent areas: All of Cidra Municipality and portions of Aguas Buenas, Caguas, Cayey, and Comerio Municipalities as encompassed within the following boundary: beginning on Highway 172 as it leaves the municipality of Cidra on the west edge, north to Highway 156, east on Highway 156 to Highway 1, south on Highway 1 to Highway 765, south on Highway 765 to Highway 763, south on Highway 763 to the Rio Guavate, west along Rio Guavate to Highway 1, southwest on Highway 1 to Highway 14, west on Highway 14 to Highway 729, north on Highway 729 to Cidra Municipality boundary to the point of the beginning.

Kevin Lilly,

Acting Assistant Secretary for Fish and Wildlife and Parks.

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