

organisms, thereby reducing burden for regulated entities whose organisms pose no plant pest or noxious weed risks.

Comments on the proposed rule were required to be received on or before May 19, 2017. We are extending the comment period on Docket No. APHIS–2015–0057 for an additional 30 days. This action will allow interested persons additional time to prepare and submit comments.

**Authority:** 7 U.S.C. 7701–7772 and 7781–7786; 31 U.S.C. 9701; 7 CFR 2.22, 2.80, and 371.3.

Done in Washington, DC, this 6th day of February 2017.

**Michael C. Gregoire,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. 2017–02783 Filed 2–9–17; 8:45 am]

**BILLING CODE 3410–34–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2016–9266; Airspace Docket No. 16–ASO–5]

#### Proposed Amendment of Class E Airspace; Kill Devil Hills, NC: Withdrawal

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM), withdrawal.

**SUMMARY:** A Notice of proposed rulemaking (NPRM) published in the **Federal Register** on December 12, 2016 amending Class E airspace at First Flight Airport, Kill Devil Hills, NC is being withdrawn. Upon review, the FAA found that this is a duplicate of an NPRM published November 22, 2016.

**DATES:** Effective 0901 UTC. As of February 10, 2017 the proposed rule published December 12, 2016, at 81 FR 89399, is withdrawn.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–6364.

#### SUPPLEMENTARY INFORMATION:

##### History

On December 12, 2016, the FAA published in the **Federal Register** a NPRM to establish Class E airspace at Devil Hills, NC (81 FR 89399) Docket No. FAA–2016–9266. The document is being withdrawn as it was found to be a duplicate of one published in the

**Federal Register** of November 22, 2016 (81 FR 83750)

#### Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Withdrawal

Accordingly, pursuant to the authority delegated to me, the notice of proposed rulemaking, as published in the **Federal Register** on December 12, 2016 (81 FR 89399) (FR Doc. 2016–29630), is hereby withdrawn.

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

Issued in College Park, Georgia, on December 29, 2016.

**Debra L. Hogan,**

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

[FR Doc. 2017–02490 Filed 2–9–17; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 110

[Docket Number USCG–2016–0916]

**RIN 1625–AA01**

#### Anchorage; Captain of the Port Puget Sound Zone, WA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes the creation of several new anchorages and holding areas as well as a non-anchorage area, the expansion of one existing general anchorage, and the establishment of new and clarification of existing regulations governing such anchorages and areas in the Puget Sound area. This action is necessary to provide enhanced safety for maritime traffic in the Puget Sound area. We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must be received by the Coast Guard on or before May 11, 2017.

**ADDRESSES:** You may submit comments identified by docket number USCG–2016–0916 using the Federal eRulemaking Portal at <http://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Mr. Laird Hail, U.S. Coast Guard Sector Puget Sound; telephone 206–217–6051, email [SectorPugetSoundWWM@uscg.mil](mailto:SectorPugetSoundWWM@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### I. Table of Abbreviations

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
§ Section  
U.S.C. United States Code

##### II. Background, Purpose, and Legal Basis

Previous rulemakings defined a number of anchorages and one non-anchorage area throughout the greater Puget Sound area. Since those rulemakings, additional informal anchorages, holding areas, and a non-anchorage area have been utilized to accommodate the wide variety of vessels now calling on Puget Sound ports. Coast Guard Vessel Traffic Service (VTS) Puget Sound, working with shipping agents, pilots, and other stakeholders, identified and started using these anchorages and areas to improve the safety of maritime traffic. Because these anchorages and areas are not formally established, however, they are not included on nautical charts, referenced in the Coast Pilot, or subject to regulations. Accordingly, this proposed rule would formally designate these anchorages and areas. In addition, it would establish new and clarify existing regulations governing the use of all anchorages and areas in the Puget Sound area. The purpose of these actions is to improve the safety of all Puget Sound waterway users. The Coast Guard proposes this rulemaking under the authority established in 33 U.S.C. 471, 1221 through 1236, 2071; 33 CFR 1.05–1; and Department of Homeland Security Delegation No. 0170.1.

##### III. Discussion of Proposed Rule

This rulemaking proposes the creation of several new anchorages, holding areas, and a non-anchorage area as well as the expansion of one existing general anchorage in the Puget Sound area, as detailed in the proposed regulatory text. Graphic depictions of the anchorages, holding areas, and non-anchorage area are included in the docket. In general, they are located in the vicinity of Port Townsend, Commencement Bay, Port Angeles, Vendovi Island, Quartermaster Harbor, and Budd Inlet. The proposed anchorages and areas have been used for many years informally, however, they