

Unfunded Mandates Assessment

Title II of the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4) requires each Federal agency to prepare a written statement assessing the effects of any Federal mandate in a proposed or final agency rule that may result in an expenditure of \$100 million or more (in 1995 dollars) in any one year by State, local, and tribal governments, in the aggregate, or by the private sector; such a mandate is deemed to be a “significant regulatory action.” The FAA currently uses an inflation-adjusted value of \$143.1 million in lieu of \$100 million.

This proposed rule does not contain such a mandate; therefore, the requirements of Title II of the Act do not apply.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for part 71 continues to read as follows:

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

§ 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9X, Airspace Designations and Reporting Points, dated August 7, 2013, and effective September 15, 2013, is amended as follows:

Paragraph 3000 Subpart B—Class B Airspace.

* * * * *

ANM UT B Salt Lake City, UT [Amended]

Salt Lake City International Airport (Primary Airport)

(Lat. 40°47′18″ N., long. 111°58′40″ W.)
Wasatch VORTAC (TCH)

(Lat. 40°51′01″ N., long. 111°58′55″ W.)

Hill AFB (HIF)

(Lat. 41°07′26″ N., long. 111°58′23″ W.)
Boundaries.

By removing the current descriptions of Area C and Area O, and adding in its place:

Area C. That airspace extending upward from 6,000 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the TCH 316° radial 11.6-mile DME at lat. 40°59′21″ N., long. 112°09′33″ W.; thence east to a point west of the power lines at the TCH 006° radial 9.5-mile DME at lat. 41°00′28″ N., long. 111°57′36″ W.; thence southeast to a point west of the power lines at the TCH 016° radial 8.1-mile DME at lat. 40°58′48″ N., long. 111°55′58″ W.; thence south to the TCH 020° radial 6.6-mile DME at lat. 40°57′13″ N., long. 111°55′56″ W.; thence west to a point southeast of Seagull Point on Antelope Island at the TCH 304° radial 9.3-mile DME at lat. 40°56′13″ N., long. 112°09′05″ W.; thence north to the point of beginning.

Area O. That airspace extending upward from 7,500 feet MSL to and including 12,000 feet MSL, within an area bounded by a line beginning at the intersection of U.S. Highway 89 and a 4.3-mile radius from Hill AFB at the TCH 014° radial 13.6-mile DME at lat. 41°04′11″ N., long. 111°54′39″ W.; thence clockwise along the 4.3-mile radius from Hill AFB to 1700 South St. at the TCH 347° radial 14.7-mile DME at lat. 41°05′20″ N., long. 112°03′21″ W.; thence west along W. 1700 South St. to the TCH 329° radial 16.8-mile DME at lat. 41°05′22″ N., long. 112°10′20″ W.; thence south to the TCH 316° radial 11.6-mile DME at lat. 40°59′21″ N., long. 112°09′33″ W.; thence east to a point west of the power lines at the TCH 006° radial 9.5-mile DME at lat. 41°00′28″ N., long. 111°57′36″ W.; thence southeast to a point west of the power lines at the TCH 016° radial 8.1-mile DME at lat. 40°58′48″ N., long. 111°55′58″ W.; thence south to the TCH 020° radial 6.6-mile DME at lat. 40°57′13″ N., long. 111°55′56″ W.; thence south to the intersection of Redwood Rd. and W. 500 South St. at the TCH 049° radial 3.1-mile DME at lat. 40°53′02″ N., long. 111°55′48″ W.; thence south to Center St. at the TCH 102° radial 2.3-mile DME at lat. 40°50′32″ N., long. 111°55′57″ W.; thence east along Center St. to I-15 at the TCH 099° radial 3-mile DME at lat. 40°50′32″ N., long. 111°54′56″ W.; thence north along I-15 to U.S. Highway 89 at the TCH 024° radial 9-mile DME at lat. 40°59′14″ N., long. 111°54′05″ W.; thence north along U.S. Highway 89 to the point of beginning.

Issued in Washington, DC, on December 12, 2013.

Donna Warren,

Acting Manager, Airspace Policy and Regulations Group.

[FR Doc. 2013–30097 Filed 12–18–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0915; Airspace Docket No. 12–ASO–41]

RIN 2120–AA66

Proposed Modification, Revocation, and Establishment of Area Navigation (RNAV) Routes; Charlotte, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish two RNAV routes; modify three RNAV routes; and remove one RNAV route in the Charlotte, NC, area. The route changes are proposed to support the Charlotte Optimization of Airspace and Procedures in a Metroplex (OAPM) project. The proposed routes, in combination with existing VOR Federal airways, would provide additional routing options through and around the Metroplex airspace.

DATES: Comments must be received on or before February 3, 2014.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M-30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001; telephone: (202) 366–9826. You must identify FAA Docket No. FAA–2013–0915 and Airspace Docket No. 12–ASO–41 at the beginning of your comments. You may also submit comments through the Internet at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

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

Communications should identify both docket numbers (FAA Docket No. FAA–2013–0915 and Airspace Docket No. 13–ASO–41) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: “Comments to FAA Docket No. FAA–2013–0915 and Airspace Docket No. 12–AEA–41.” The postcard will be date/time stamped and returned to the commenter.

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

Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at <http://www.regulations.gov>.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

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

The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish two low-altitude RNAV routes (T–206 and T–214); modify three RNAV routes (T–201, T–202 and T–203); and remove one RNAV route (T–200), in the Charlotte, NC, area.

The following actions are proposed:

T–200: The FAA is proposing to remove T–200 in its entirety. T–200 extends between the Foothills, GA, VORTAC (ODF) and the Florence, SC, VORTAC (FLO). It passes through the RICHE fix at the very south end of the Charlotte Class B airspace area. T–200 is seldom used as it traverses very close to the “final box” for Charlotte/Douglas International Airport (CLT) when CLT is landing to the north. The proposed modification of T–202 (see below) would provide routing through the south end of the CLT Class B airspace area in place of T–200. Aircraft flying from ODF to FLO, and vice versa, would fly direct rather than utilizing the RICHE fix. Therefore, it was determined that realignment of T–200 is impractical.

T–201: T–201 extends between the Columbia, SC, VORTAC (CAE) and the JOTTA, NC, fix. This proposed modification would shorten the length of the route so that it would extend between the MEVAE, SC, waypoint (WP) (near Bethune, SC) at the south end, and the BORTZ, NC, WP (south of the JOTTA fix) at the north end. In addition, the track of the route would be shifted approximately seven nautical miles (NM) to the east of its current position. The shift would move the route to the east of the CLT Class B airspace area where it would pass through the FEGNO, NC, WP instead of the LOCAS, NC, fix (on the eastern boundary of the Class B airspace area). The modified route would segregate low altitude overflight traffic from CLT departure and arrival traffic while keeping the T–201 designator. Waypoints along the route would provide connectivity with RNAV routes T–202, T–206 and T–214 (described below). Also along the route, the TRUEX, SC, WP would serve as an ingress/egress point for the Florence, SC, Terminal Radar Approach Control (TRACON) airspace.

T–202: T–202 now extends between the RICHE, SC, fix and the GANTS, NC, fix. This proposal would extend the route at both ends: northeastward from the GANTS fix to the ZADEL WP (near Asheboro Municipal Airport, NC (HBI)); and westward from the RICHE fix to the GURSH WP (near Union County Airport (35A), SC). The modified route would utilize airspace around the south of CLT when CLT is landing and departing to the south. That segment from the RICHE WP to the HUSTN WP would segregate T–202 traffic from CLT departures. Waypoints along the route would provide connectivity to T–201, T–206 and T–214. Additionally, the GANTS fix is located at the boundary of the

Charlotte and Greensboro TRACONs airspace. This would minimize the impact on satellite and adjacent airport operations by providing a predictable track for overflight traffic while keeping the T–202 designator.

T–203: T–203 extends between the Columbia, SC, VORTAC (CAE) and the Pulaski, VA, VORTAC (PSK). The FAA proposes to shorten the route by changing the endpoints to the ANDYS, SC, fix (near Winnsboro, SC) at the south end, and the OREAD, NC, WP (10 miles north of Hickory, NC) at the north end. In addition, the track would be shifted slightly to the west of its current position but still transiting through the west side of the CLT Class B airspace area. By routing T–203 via the ROUTH, NC, WP (near Grover, SC), transiting aircraft would be segregated from CLT departure airspace. The modified route would keep the T–203 designator. Waypoints along the route would provide connectivity to T–202, T–206 and T–214.

T–206: T–206 would be established to extend between the ENADE, NC, WP (near Cliffside, NC) and the ZADEL, NC, WP (near Asheboro Regional Airport (HBI), NC). The route would be used to transition aircraft through the north side of the CLT Class B airspace area when CLT is landing and departing to the north. Waypoints along the route would provide connectivity to T–201, T–202, T–203 and T–214. Additionally, the alignment of T–206 through the GOTHs, NC, WP (northwest of the existing MOPED, NC, fix) would deconflict transiting traffic from CLT departures.

T–214: T–214 would be established to extend between the OREAD WP and the ORPEE, NC, WP (north of Troy, NC). This route would allow aircraft to transition north of the CLT Class B airspace, but within the Metroplex area, when CLT is landing and departing to the north. Greensboro TRACON (GSO) radar vectors aircraft that are filed for points northwest of CLT in order to separate them from CLT arrivals that are inbound from the northeast. Once they are clear of the arrivals, GSO then clears the aircraft direct to the Holston Mountain, TN, VORTAC (HMY) to resume their filed routes. T–214 would provide a predictable route to points northwest and west of Charlotte that are deconflicted from the CLT arrival flow.

The routes proposed in this notice would be segregated from the heavily used arrival and departure corridors serving the Charlotte area and would enhance the efficiency of the National Airspace System in the Charlotte, NC, Metroplex area.

RNAV routes are published in paragraph 6011 of FAA Order 7400.9X

dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that would only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency’s authority.

This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would modify the route structure as required to preserve the safe and efficient flow of air traffic in the Charlotte, NC, area.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

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

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9X, Airspace Designations and Reporting Points, Dated August 7, 2013, and effective September 15, 2013, is amended as follows:

Paragraph 6011—United States Area Navigation Routes

T-200 Foothills, GA to Florence, SC [Removed]

T-201 MEVAE, SC to BORTZ, NC [Amended]

MEVAE, SC	WP	(Lat. 34°25′05″ N., long. 80°22′28″ W.)
TRUEX, SC	WP	(Lat. 34°35′55″ N., long. 80°21′18″ W.)
FEGNO, NC	WP	(Lat. 35°14′49″ N., long. 80°16′39″ W.)
NUROE, NC	WP	(Lat. 35°34′37″ N., long. 80°31′15″ W.)
BORTZ, NC	WP	(Lat. 35°52′56″ N., long. 80°44′56″ W.)

T-202 GURSH, SC to ZADEL, NC [Amended]

GURSH, SC.	WP	(Lat. 34°42′05″ N., long. 81°30′32″ W.)
AWRYT, SC	WP	(Lat. 34°42′00″ N., long. 81°14′52″ W.)
RICHE, SC	FIX	(Lat. 34°41′54″ N., long. 80°59′23″ W.)
HUSTN, NC	FIX	(Lat. 34°53′20″ N., long. 80°34′20″ W.)
FEGNO, NC	WP	(Lat. 35°14′49″ N., long. 80°16′39″ W.)
GANTS, NC	FIX	(Lat. 35°27′11″ N., long. 80°06′16″ W.)
ZADEL, NC.	WP	(Lat. 35°33′47″ N., long. 80°01′47″ W.)

T-203 ANDYS, SC to OREAD, NC [Amended]

ANDYS, SC	FIX	(Lat. 34°22′15″ N., long. 81°08′38″ W.)
AWRYT, SC	WP	(Lat. 34°42′00″ N., long. 81°14′52″ W.)
ROUTH, NC	WP	(Lat. 35°10′38″ N., long. 81°23′59″ W.)
FADOS, NC	WP	(Lat. 35°28′22″ N., long. 81°20′49″ W.)
OREAD, NC	WP	(Lat. 35°52′03″ N., long. 81°16′32″ W.)

T-206 ENADE, NC to ZADEL, NC [New]

ENADE, NC	WP	(Lat. 35°12′08″ N., long. 81°44′41″ W.)
FADOS, NC	WP	(Lat. 35°28′22″ N., long. 81°20′49″ W.)
GOTHS, NC	WP	(Lat. 35°35′17″ N., long. 80°58′25″ W.)
NUROE, NC	WP	(Lat. 35°34′37″ N., long. 80°31′15″ W.)
ZADEL, NC	WP	(Lat. 35°33′47″ N., long. 80°01′47″ W.)

T-214 OREAD, NC to ORPEE, NC [New]

OREAD, NC	WP	(Lat. 35°52′03″ N., long. 81°16′32″ W.)
BORTZ, NC	WP	(Lat. 35°52′56″ N., long. 80°44′56″ W.)
THMSN, NC	WP	(Lat. 35°53′21″ N., long. 80°28′57″ W.)
ZADEL, NC	WP	(Lat. 35°33′47″ N., long. 80°01′47″ W.)
ORPEE, NC	WP	(Lat. 35°27′12″ N., long. 79°52′56″ W.)

Issued in Washington, DC, on December 11, 2013.

Ellen Crum,

Acting Manager, Airspace Policy and Regulations Group.

[FR Doc. 2013-30098 Filed 12-18-13; 8:45 am]

BILLING CODE 4910-13-P

COMMODITY FUTURES TRADING COMMISSION

17 CFR Parts 1, 15, 17, 19, 32, 37, 38, 140 and 150

RIN 3038-AD99

Position Limits for Derivatives

Correction

In proposed rule document 2013-27200 appearing on pages 75679

through 75842 in the issue of Thursday, December 12, 2013, Table 10 is corrected to appear as seen below.

TABLE 10—OPEN INTEREST AND CALCULATED LIMITS BY CORE FUTURES REFERENCED CONTRACT, JANUARY 1, 2011, TO DECEMBER 31, 2012

Commodity type	Core referenced futures contract	Year	Open interest (daily average)	Open interest (month end)	Limit (daily average)	Limit (month end)	Limit
Legacy Agricultural	CBOT Corn (C)	2011	2,063,231	1,987,152	53,500	51,600	53,500
		2012	1,773,525	1,726,096	46,300	45,100	46,300
	CBOT Oats (O)	2011	15,375	15,149	1,600	1,600	1,600
		2012	12,291	11,982	1,300	1,200	1,300
	CBOT Soybeans (S) ...	2011	822,046	798,417	22,500	21,900	22,500
		2012	997,736	973,672	26,900	26,300	26,900
	CBOT Soybean Meal (SM).	2011	237,753	235,945	7,900	7,800	7,900
		2012	283,304	281,480	9,000	9,000	9,000
	CBOT Soybean Oil (SO).	2011	392,658	382,100	11,700	11,500	11,700
		2012	397,549	388,417	11,900	11,600	11,900
	CBOT Wheat (W)	2011	565,459	550,251	16,100	15,700	16,200
		2012	572,068	565,490	16,200	16,100	16,200
	ICE Cotton No. 2 (CT)	2011	275,799	272,613	8,800	8,700	8,800
		2012	259,608	261,789	8,400	8,500	8,400
	KCBT Hard Winter Wheat (KW).	2011	183,400	177,998	6,500	6,400	6,500
		2012	155,540	155,074	5,800	5,800	5,800
Other Agricultural	MGEX Hard Red Spring Wheat (MWE).	2011	55,938	54,546	3,300	3,300	3,300
		2012	40,577	40,314	2,900	2,900	2,900
	CBOT Rough Rice (RR).	2011	21,788	21,606	2,200	2,200	2,200
		2012	15,262	14,964	1,600	1,500	1,600
	CME Milk Class III (DA).	2011	55,567	57,490	3,300	3,400	3,400
		2012	47,378	47,064	3,100	3,100	3,100
	CME Feeder Cattle (FC).	2011	44,611	43,730	3,000	3,000	3,000
		2012	44,984	43,651	3,000	3,000	3,000
	CME Lean Hog (LH) ...	2011	284,211	288,281	9,000	9,100	9,400
		2012	296,822	297,882	9,300	9,400	9,400
	CME Live Cattle (LC)	2011	433,581	440,229	12,800	12,900	12,900
		2012	409,501	417,037	12,200	12,400	12,400
	ICUS Cocoa (CC)	2011	191,801	198,290	6,700	6,900	7,100
		2012	202,886	206,808	7,000	7,100	7,100
	ICE Coffee C (KC)	2011	174,845	176,079	6,300	6,300	7,100
		2012	204,268	207,403	7,000	7,100	7,100
Energy	ICE FCOJ-A (OJ)	2011	37,347	36,813	2,900	2,800	2,900
		2012	30,788	29,867	2,700	2,700	2,700
	ICE Sugar No. 11 (SB)	2011	814,234	806,887	22,300	22,100	23,500
		2012	855,375	862,446	23,300	23,500	23,500
	ICE Sugar No. 16 (SF)	2011	11,532	11,662	1,200	1,200	1,200
		2012	10,485	10,530	1,100	1,100	1,100
	NYMEX Henry Hub Natural Gas (NG).	2011	4,831,973	4,821,859	122,700	122,500	149,600
		2012	5,905,137	5,866,365	149,600	148,600	148,600
	NYMEX Light Sweet Crude Oil (CL).	2011	4,214,770	4,291,662	107,300	109,200	109,200
		2012	3,720,590	3,804,287	94,900	97,000	97,000
	NYMEX NY Harbor ULSD (HO).	2011	559,280	566,600	15,900	16,100	16,100
		2012	473,004	485,468	13,800	14,100	14,100