

Executive Order 13175

This rule has been reviewed for compliance with Executive Order 13175, "Consultation and Coordination with Indian Tribal Governments." Executive Order 13175 imposes requirements on the development of regulatory policies that have tribal implications or preempt tribal laws. The policies contained in this rule do not preempt Tribal law. USDA continues to consult with Tribal officials to have a meaningful consultation and collaboration on the development and strengthening of USDA regulations.

Unfunded Mandates

Title II of the Unfunded Mandates Reform Act of 1995 (UMRA, Pub. L. 104-4) requires Federal agencies to assess the effects of their regulatory actions on State, local, and Tribal governments or the private sector. Agencies generally must prepare a written statement, including a cost benefit analysis, for proposed and final rules with Federal mandates that may result in expenditures of \$100 million or more in any 1 year for State, local, or Tribal governments, in the aggregate, or to the private sector. UMRA generally requires agencies to consider alternatives and adopt the more cost effective or least burdensome alternative that achieves the objectives of the rule. This rule contains no Federal mandates, as defined under title II of the UMRA, for State, local, and Tribal governments or the private sector. Therefore, this rule is not subject to the requirements of sections 202 and 205 of UMRA.

Small Business Regulatory Enforcement Fairness Act

OMB has designated this rule as not significant. As a result, this rule is not considered a major rule under SBREFA and FSA is not required to delay the effective date for 60 days from the date of publication to allow for Congressional review. Accordingly, this rule is effective on the date of publication in the **Federal Register**.

Federal Assistance Programs

The title and number of the Federal assistance program in the Catalog of Domestic Federal Assistance to which this rule will apply is Commodity Loan and Loan Deficiency Payments—10.051.

Paperwork Reduction Act

The regulations in this rule are exempt from the requirements of the Paperwork Reduction Act (44 U.S.C. Chapter 35), as specified in section 1601(c)(2) of the 2008 Farm Bill, which provides that these regulations be

promulgated and administered without regard to the Paperwork Reduction Act.

E-Government Act Compliance

CCC is committed to complying with the E-Government Act, to promote the use of the Internet and other information technologies to provide increased opportunities for citizen access to Government Information and services, and for other purposes.

List of Subjects in 7 CFR Part 1427

Cotton, Cottonseeds, Loan programs—agriculture, Packaging and containers, Price support programs, Reporting and recordkeeping requirements, Surety bonds, Warehouses.

For the reasons discussed above, this rule amends 7 CFR part 1427 as follows:

PART 1427—COTTON

- 1. The authority for part 1427 continues to read as follows:

Authority: 7 U.S.C. 7231–7236 and 8737; and 15 U.S.C. 714b, and 714c.

- 2. Amend § 1427.25 by revising paragraphs (c)(2), (e)(2)(ii), and (f)(2)(ii) to read as follows:

§ 1427.25 Determination of the prevailing world market price and the adjusted world price for upland cotton.

* * * * *

(c) * * *

(2) The price determined as specified in paragraph (c)(1) of this section will be adjusted to reflect the price of base quality upland cotton by deducting the difference, as CCC announces, between the applicable loan rate for an upland cotton crop for base quality M $1\frac{3}{32}$ -inch, leaf 3 cotton and the loan rate for base quality SLM $1\frac{1}{16}$ -inch, leaf 4 cotton.

* * * * *

(e) * * *

(2) * * *

(ii) The difference between the applicable loan rate for an upland cotton crop for base quality M $1\frac{3}{32}$ -inch, leaf 3 cotton and the loan rate for an upland cotton crop for base quality SLM $1\frac{1}{32}$ -inch, leaf 4 cotton.

* * * * *

(f) * * *

(2) * * *

(ii) The difference between the applicable loan rate for an upland cotton crop for base quality M $1\frac{3}{32}$ -inch, leaf 3 cotton and the loan rate for an upland cotton crop for base quality SM $1\frac{1}{8}$ -inch, leaf 2 cotton.

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Signed on March 28, 2012.

Bruce Nelson,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 2012-7990 Filed 4-2-12; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2011-1314; Airspace Docket No. 11-AWP-18]

Amendment of Class E Airspace; Willcox, AZ, and Revocation of Class E Airspace; Cochise, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action modifies Class E airspace at Willcox, AZ, and removes Class E airspace at Cochise, AZ. The airspace designation listed as Cochise, AZ, is combined with Cochise County Airport, Willcox, AZ. Controlled airspace is necessary to accommodate aircraft using Area Navigation (RNAV) Global Positioning System (GPS) standard instrument approach procedures at Cochise County Airport, Willcox, AZ. Decommissioning of the Cochise VHF Omni-Directional Radio Range Tactical Air Navigation Aid (VORTAC) has made this action necessary for the safety and management of aircraft operations at the airport.

DATES: Effective date, 0901 UTC, May 31, 2012. The Director of the Federal Register approves this incorporation by reference action under 1 CFR Part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT:

Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203-4537.

SUPPLEMENTARY INFORMATION:**History**

On January 10, 2012, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend controlled airspace at Willcox, AZ, and remove the controlled airspace designation at Cochise, AZ (77 FR 1428). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was

received. The commenter agreed with the airspace change but was concerned about the increased air traffic. This airspace amendment will not increase the air traffic at Cochise County Airport. The Cochise, AZ airspace designation is merely being incorporated into the existing Willcox, AZ airspace designation.

Class E airspace designations are published in paragraph 6005, of FAA Order 7400.9V dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR Part 71.1. The Class E airspace designations listed in this document will be published subsequently in that Order.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying Class E airspace extending upward from 700 feet above the surface, at Cochise County Airport, Willcox, AZ. Controlled airspace is necessary to accommodate IFR aircraft executing RNAV (GPS) standard instrument approach procedures at the airport. This action removes the Cochise, AZ airspace designation extending upward from 1,200 feet above the surface and combines it with the existing Cochise County Airport, Willcox, AZ, designation. Decommissioning of the Cochise VORTAC has made this action necessary, and enhances the safety and management of aircraft operations within the National Airspace System.

The FAA has determined this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified this 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 U.S. Code. Subtitle 1, Section 106 discusses 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 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 modifies controlled airspace at Cochise County Airport, Willcox, AZ, and removes the airspace designation for the Cochise, AZ VORTAC.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

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

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

- 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(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 part 71.1 of the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011 is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP AZ E5 Willcox, AZ [Modified]

Cochise County Airport, AZ
(Lat. 32°14'44" N., long. 109°53'41" W.)

That airspace extending upward from 700 feet above the surface within 6.5-mile radius of the Cochise County Airport and within 5 miles each side of the 225° bearing of the Cochise County Airport extending from the 6.5-mile radius to 14.5 miles southwest of the airport, and within 5.5 miles southeast and 4.5 miles northwest of the 055° bearing of the Cochise County Airport extending from the 6.5-mile radius to 14.5 miles northeast of the airport. That airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 32°22'30" N., long. 110°00'02" W.; to lat. 32°22'00" N., long. 109°57'30" W.; to lat. 32°30'00" N., long. 109°54'00" W.; to lat. 32°22'40" N., long. 109°25'00" W.; to lat. 32°15'30" N., long. 109°27'30" W.; to lat. 32°14'25" N., long. 109°25'22" W.; to lat. 32°10'20" N., long. 109°25'22" W.; to lat. 32°10'20" N., and the Arizona/New Mexico border, thence south along the Arizona/New Mexico border to lat. 31°52'40" N.; to lat. 31°54'00" N., long. 109°25'27" W.; to lat. 31°57'05" N., long.

109°55'02" W.; to lat. 32°07'00" N., long. 109°54'02" W.; to lat. 32°07'30" N., long. 110°00'02" W., thence to the point of beginning.

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

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AWP AZ E5 Cochise, AZ [Removed]

Issued in Seattle, Washington, on March 26, 2012.

Robert Henry,

Acting Manager, Operations Support Group, Western Service Center.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2011–1275; Airspace Docket No. 11–ANM–26]

Amendment of Class E Airspace; Hugo, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace at Hugo, CO. Decommissioning of the Hugo Tactical Air Navigation System (TACAN) has made this action necessary for the safety and management of Instrument Flight Rules (IFR) operations in the vicinity of the Hugo VHF Omni-Directional Radio Range/Distance Measuring Equipment (VOR/DME). This action also makes a minor adjustment to the geographic coordinates of the VOR/DME and makes a correction to the regulatory text. Also, the legal description is better clarified at the request of the National Aeronautical Navigation Services (NANS).

DATES: Effective date, 0901 UTC, May 31, 2012. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Eldon Taylor, Federal Aviation Administration, Operations Support Group, Western Service Center, 1601 Lind Avenue SW., Renton, WA 98057; telephone (425) 203–4537.

SUPPLEMENTARY INFORMATION:

History

On December 19, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to amend