(d) Subject
Air Transport Association (ATA) of America Code 32: Landing Gear.

(e) Reason
This AD was prompted by reports of degraded brake performance during landing due to improperly-sized wear indicating pins. We are issuing this AD to detect and correct improperly-sized wear indicating pins, which, if not corrected, could result in worn-out brake pads and subsequent loss of braking power, which could result in runway overruns.

(f) Compliance
You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Determining and Correcting Pin Length and Inspecting Brake Wear
Within 40 days after the effective date of this AD, determine the length of the wear indicating pins of all the brake assemblies, in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011.

(1) If the length of the pins is within the limits specified in Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011, before further flight, perform a normal brake wear inspection in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011.

(2) If any wear indicating pin is too long, as specified by the limits in Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011, before further flight, shorten the pin and perform a normal brake wear inspection, in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011.

(h) Brake Replacement
If any brake fails the wear inspection required by paragraphs (g)(1) and (g)(2) of this AD, before further flight, replace the affected brakes with new brakes, in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 200–32–389, Revision 1, dated October 27, 2011.

(i) Credit for Actions Accomplished in Accordance With Previous Service Information
This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the Accomplishment Instructions of Gulfstream Service Bulletin 200–32–389, dated October 20, 2011.

(j) Other FAA AD Provisions
The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Groves, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone (425) 227–1503; fax (425) 227–1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(k) Related Information


(2) For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D–25, Savannah, Georgia 31402–2206; telephone 800–810–4853; fax 912–965–3520; email pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on May 18, 2012.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2012–13194 Filed 5–30–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Saint Lawrence Seaway Development Corporation
33 CFR Part 401
[Docket No. SLSDC–2012–0001]
RIN 2135–AA30
Seaway Regulations and Rules: Periodic Update, Various Categories
AGENCY: Saint Lawrence Seaway Development Corporation, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is amending the joint regulations by updating the Seaway Regulations and Rules in various categories. The proposed changes will update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; Dangerous Cargo; Information and Reports; General; and, Navigation Closing Procedures. These proposed amendments are necessary to take account of updated procedures and will enhance the safety of transits through the Seaway. Several of the proposed amendments are merely editorial or for clarification of existing requirements.

DATES: Any party wishing to present views on the proposed amendment may file comments with the Corporation on or before July 2, 2012.

ADDRESSES: You may submit comments identified by Docket Number SLSDC 2012–0001 by any of the following methods:

• Fax: 1–202–493–2251.
• Mail: Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–001.
• Hand Delivery: Documents may be submitted by hand delivery or courier to West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–001, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Instructions: All submissions must include the agency name and docket number or Regulatory Identification Number (RIN) for this rulemaking. Note that all comments received will be posted without change at http://www.Regulations.gov including any personal information provided. Please see the Privacy Act heading under Regulatory Notices.

Docket: For access to the docket to read background documents or comments received, go to http://www.Regulations.gov or in person at the Docket Management Facility; U.S.
length as well as every integrated tug and barge or articulated tug and barge unit greater than 125 m in overall length be equipped with a stern anchor.

Several changes to the Seaway Navigation section are being proposed. The Seaway Corporations are amending its joint rules in section 401.29, “Maximum draft”, to permit vessels using a “Draft Information System” (DIS) to transit the Seaway up to 7 cm (3 inches) above the maximum permissible draft allowed at the time. The use of a DIS is an optional, not a mandatory requirement, to transit the Seaway. The DIS will allow the vessel to transit the Seaway at a draft up to 3 inches (7 cm) more than the published maximum draft with prior approval from the two Seaway entities.

Benefits of Using the DIS

The primary purpose of this proposed amendment is safety. The use of the DIS will ensure that vessels maintain a safe under keel clearance as they make maximum use of the available water column. DIS uses water level measurements, bathymetry of the channel bottom, and squat of the vessel as it moves at different speeds and in different channel types. The squat of a vessel varies depending on the vessel type, hull shape, and the type of channel in which it is operating, and the vessel’s speed. By including all the factors, the under keel clearance value is determined in real time. The information on the projected under keel clearance is integrated electronically with chart data, high-resolution bathymetry and other readings on a single bridge display.

The technology features an algorithm, which allows the Master to estimate under keel clearance ahead, offering time for a course change or other required reaction in transit. By Masters having more precise information regarding the available water column, the risk of a vessel touching bottom or grounding is reduced.

In addition to the safety benefits, increasing the maximum allowable draft will increase the Seaway’s productivity and competitiveness. Depending on the commodity carried, an additional three inches of draft might account for as much as 360 additional metric tons per voyage.

Development of DIS Specification

The use of a DIS tool began in 2003 in the St. Mary’s River. In 2006, the Seaway entities conducted 4 trials of the tool used in the St. Mary’s River as a single bridge display.

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The Saint Lawrence Seaway Development Corporation, 180 Andrews Street, Massena, New York 13662; 315/764–3200.

SUPPLEMENTARY INFORMATION: The Saint Lawrence Seaway Development Corporation (SLSDC) and the St. Lawrence Seaway Management Corporation (SLSMC) of Canada, under international agreement, jointly publish and presently administer the St. Lawrence Seaway Regulations and Rules (Practices and Procedures in Canada) in their respective jurisdictions. Under agreement with the SLSMC, the SLSDC is proposing to amend the joint regulations by updating the Regulations and Rules in various categories. The proposed changes would update the following sections of the Regulations and Rules: Condition of Vessels; Seaway Navigation; Dangerous Cargo; Information and Reports; General; and, Navigation Closing Procedures. These updates are necessary to take account of updated procedures which will enhance the safety of transits through the Seaway. Many of these proposed changes are to clarify existing requirements in the regulations. Where new requirements or regulations are being proposed, an explanation for such a change is provided below.

Regulatory Notices: Privacy Act:
Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT’s complete Privacy Act Statement in the Federal Register published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit http://www.Regulations.gov.

The SLSDC is proposing to amend three sections of the Condition of Vessels portion of the joint Seaway regulations. Under section 401.11, “Fairleads”, due to damage from fairleads on new vessels, the SLSDC is proposing that all sharp edges be rounded. In section 401.12, “Minimum requirements—mooring lines and fairleads”, the SLSDC is addressing the use of wire lines on vessels 100 m or less. In section 401.15, “Stern anchors”, the Seaway entities are proposing vessels of more than 125 m in overall length as well as every integrated tug and barge or articulated tug and barge unit greater than 125 m in overall length be equipped with a stern anchor.

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Development of DIS Specification

The use of a DIS tool began in 2003 in the St. Mary’s River. In 2006, the Seaway entities conducted 4 trials of the tool used in the St. Mary’s River as a single bridge display. Further, vessels requiring inspection or re-inspection would be required to provide a 24-hour notice of
inspection based on certain specified factors. The Advance Notice of Arrival
procedures are currently in effect pursuant to Seaway Notices.

The other changes to the joint regulations are merely editorial or to
clarify existing requirements.

**Regulatory Evaluation**

This proposed regulation involves a
foreign affairs function of the United States and therefore Executive Order
12866 does not apply and evaluation under the Department of
Transportation’s Regulatory Policies and Procedures is not required.

**Regulatory Flexibility Act**

I certify that this proposed regulation will not have a significant economic
impact on a substantial number of small entities. The St. Lawrence Seaway
Regulations and Rules primarily relate to commercial users of the Seaway, the
vast majority of whom are foreign vessel operators. Therefore, any resulting costs
will be borne mostly by foreign vessels.

**Environmental Impact**

This proposed regulation does not require an environmental impact
statement under the National
Environmental Policy Act (49 U.S.C.
4321, et seq.) because it is not a major federal action significantly affecting the
quality of the human environment.

**Federalism**

The Corporation has analyzed this
proposed rule under the principles and
criteria in Executive Order 13132, dated
August 4, 1999, and has determined that
this proposal does not have sufficient federalism implications to warrant a
Federalism Assessment.

**Unfunded Mandates**

The Corporation has analyzed this
proposed rule under Title II of the
Unfunded Mandates Reform Act of 1995
(Pub. L. 104–4, 109 Stat. 48) and
determined that it does not impose
unfunded mandates on State, local, and
tribal governments and the private
sector requiring a written statement of economic and regulatory alternatives.

**Paperwork Reduction Act**

This proposed regulation has been
analyzed under the Paperwork
Reduction Act of 1995 and does not
contain new or modified information
collection requirements subject to the
Office of Management and Budget
review.

**List of Subjects in 33 CFR Part 401**

Hazardous materials transportation,
Navigation (water), Penalties, Radio,
Reporting and recordkeeping
requirements, Vessels, Waterways.

Accordingly, the Saint Lawrence
Seaway Development Corporation
proposes to amend 33 CFR part 401 as
follows:

**PART 401—SEAWAY REGULATIONS
AND RULES**

**Subpart A—Regulations**

1. The authority citation for subpart A
of part 401 continues to read as follows:

Authority: 33 U.S.C. 983(a) and 984(a)(4), as
amended; 49 CFR 1.52, unless otherwise
noted.

2. In §401.11, add paragraph (a)(4) to
read as follows:

§401.11 Fairleads.

(a) * * * 

(4) When passing synthetic lines
through a type of fairlead or closed
chock acceptable to the Manager and the
Corporation all sharp edges of the
fairlead, closed chock and/or bulwark
shall be rounded to protect the line from
chafing or breakage.

* * * * * *

3. In §401.12 revise paragraph
(a)(1)(ii) to read as follows:

§401.12 Minimum requirements—mooring
lines and fairleads.

(a) * * * 

(1) * * * 

(ii) One synthetic hawser may be
hand held or if wire line is used shall
be powered. The line shall lead astern
from the break of the bow through a
closed chock to suitable bitts on deck
for synthetic line or led from a capstan,
winch drum or windlass to an approved
fairlead for a wire line.

* * * * * *

4. Revise §401.15 to read as follows:

§401.15 Stern anchors.

(a) Every vessel of more than 125 m
in overall length, the keel of which is
laid after January 1, 1975, shall be
equipped with a stern anchor.

(b) Every integrated tug and barge or
articulated tug and barge unit greater
than 125 m in overall length which is
constructed after January 1, 2003 shall
be equipped with a stern anchor.

5. In §401.28 revise paragraph (d) to
read as follows:

§401.28 Speed limits.

* * * * * *

(d) Notwithstanding the above speed
limits, every vessel approaching a free
standing lift bridge shall proceed at a
speed that it will be able to stop prior to
it reaching the Limit of Approach
sign should the raising of the bridge be
delayed.

* * * * *

6. Revise §401.29 to read as follows:

§401.29 Maximum draft.

(a) Notwithstanding any provision
herein, the loading of cargo, draft and
speed of a vessel in transit shall be
controlled by the master, who shall take
into account the vessel’s individual
characteristics and its tendency to list or
squat, so as to avoid striking bottom.

(b) The draft of a vessel shall not, in
any case, exceed 79.2 dm or the
maximum permissible draft designated
in a Seaway Notice by the Manager
and the Corporation for the part of the
Seaway in which a vessel is passing.

(c) Any vessel equipped with:

(1) An operational Draft Information
System (DIS) Tool verified by a member
of the International Association of
Classification Societies (IACS) as
compliant with the Implementation
Specifications found at http://
www.greatlakes-seaway.com
and

(2) Up-to-date electronic navigational
charts; and

(3) Up-to-date charts containing high-
resolution bathymetric data; and

(4) A pilot plug, if using a portable
DIS Tool, will be permitted, when using
the DIS Tool, subject to 33 CFR 29(a),
to increase their draft by no more than
7 cm above the maximum permissible
draft prescribed under 33 CFR 29(b) in
effect at the time.

(d) Any vessel intending to use DIS
must notify the Manager or the
Corporation in writing at least 24-hours
prior to commencement of its initial
transit in the System with the DIS Tool.

(e) Verification document of the DIS
Tool must be kept on board the vessel
at all times and made available for
inspection.

(f) If for any reason the DIS becomes
inoperable, malfunctions, or is not used,
the vessel must notify the Manager or
the Corporation immediately.

(68 Stat. 93–96, 33 U.S.C. 981–990, as
amended and secs. 4, 5, 6, 7, 8, 12 and 13
of Sec. 2 of Pub. L. 95–474, 92 Stat. 1471)
7. In §401.32 add paragraph (b)(3) to
read as follows:

§401.32 Cargo booms-deck cargo.

(b) * * *

(3) Seaway Traffic Control Center
shall be notified of the height of deck
cargo prior to transiting the Seaway or

The main channels between the Port of Montreal and Lake Erie have a controlling depth of 8.23 m.
§ 401.44 Mooring in locks.

(b) Once the mooring lines are on the mooring posts, lines shall be kept slack until the “all clear” signal is given by the lock personnel. When casting off signal is received, mooring lines should be kept slack until the “all clear” signal is given by the lock personnel.

9. In § 401.59, add paragraph (e) to read as follows:

§ 401.59 Pollution.

(e) Except as authorized by the Manager or the Corporation, no over the side painting shall be allowed in the Seaway.

10. In § 401.72, revise paragraph (d) to read as follows:

§ 401.72 Reporting—explosive and hazardous cargo vessels.

(d) Every vessel carrying radioactive substances shall, when reporting in, give the number and date of issue of any required certificate issued by the Canadian Nuclear Safety Commission (CNSC) and/or the U.S. Nuclear Regulatory Commission (USNRC) authorizing such shipment.

11. Revise § 401.79 to read as follows:

§ 401.79 Advance notice of arrival, vessels requiring inspection.

(a) Advance Notice of Arrival. All foreign flagged vessels intending to transit the Seaway shall submit one complete electronic Notice of Arrival (NOA) prior to entering at call in point 2 (CIP 2) as follows:

1. If your voyage time to CIP 2 is 96 hours or more, you must submit an electronic NOA 96 hours before entering the Seaway at CIP 2.
2. If your voyage time to CIP 2 is less than 96 hours, you must submit an electronic NOA before departure, but at least 24 hours before entering the Seaway at CIP 2.
3. If there are changes to the electronic NOA, submit them as soon as practicable but at least 12 hours before entering the Seaway at CIP 2.
4. The NOA must be provided electronically following the USCG National Vessel Movement Center’s (NVMC) procedures (http://www.nvmc.uscg.gov).
5. To complete the NOA correctly for Seaway entry, select the following:
   i) “CIP 2” as the Arrival Port,
   ii) “Foreign to Saint Lawrence Seaway” as the Voyage Type, and
   iii) “Saint Lawrence Seaway Transit” as the Arrival State, City and Receiving Facility.
6. Vessels requiring inspection or reinspection. All pre-cleared vessels must provide a 24 hour notice of inspection as follows:
   i) Enhanced Seaway inspection. All foreign flagged vessels and vessels of unusual design are subject to a Seaway inspection prior to initial transit of the Seaway each navigation season.
   ii) Inland self-inspection. Inland domestic vessels which are approved by the Seaway and are ISM certified and have a company quality management system, must submit the “Self-Inspection Report”, every 2 navigation seasons and not later than 30 days after “fit out”.
7. Inland domestic vessels not participating in the “Self-Inspection Program” are subject to Seaway inspection prior to every transit of the Seaway.
8. Tub/barge combinations not on the “Seaway Approved Tow” list are subject to Seaway inspection prior to every transit of the Seaway.
9. In § 401.84, revise paragraph (c) to read as follows:

§ 401.84 Reporting of impairment or other hazard by vessels transiting within the Seaway.

(c) Any malfunction of equipment on the vessel...

13. In § 401.89, add paragraph (a)(4) to read as follows:

§ 401.89 Transit refused.

(a)...

14. Revise § 401.92 to read as follows:

§ 401.92 Wintering and laying-up.

No vessel shall winter within the Seaway or lay-up within the Seaway during the navigation season except with the written permission of the Manager or the Corporation and subject to the conditions and charges that may be imposed.

15. In Schedule II to Subpart A of Part 401—Table of Speeds, revise section number 2 to read as follows:

SCHEDULE II TO SUBPART A OF PART 401—TABLE OF SPEEDS

<table>
<thead>
<tr>
<th>Column I—FROM</th>
<th>Column II—TO</th>
<th>Maximum speed over the bottom (knots)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Column III</td>
</tr>
<tr>
<td>2. Lake St. Louis .......................................</td>
<td>Lower Entrance ................................</td>
<td>12 (dnb)</td>
</tr>
<tr>
<td>Buoy A13 ...............................................</td>
<td>Lower Beauharnois Lock .......................</td>
<td>14 (upb)</td>
</tr>
</tbody>
</table>

1 Maximum speeds at which a vessel may travel in the identified area in both normal and high water conditions are set out in this schedule. The Manager and the Corporation will, from time to time, designate the set of speed limits that is in effect.
ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 62

[FR Doc. 2012–12987 Filed 5–30–12; 8:45 am]

FIGURE 1: Approved State Plan implementing the
Facilities and Pollutants: Illinois
Combustors State Plan for Designated
Withdrawal of Large Municipal Waste
Approval of Negative Declaration and
Emission Guidelines for LMWCs.

SUMMARY: The Environmental Protection Agency (EPA) is proposing to approve Illinois’ negative declaration and request for EPA withdrawal of its 111(d)/129 State Plan to control air pollutants from “Large Municipal Waste Combustors” (LMWC). On February 1, 2012, the Illinois Environmental Protection Agency submitted a letter of certification to EPA that the only designated facility in the State Plan ceased operation and is completely shut down and requested that EPA withdraw the State Plan implementing the emission guidelines for LMWCs.

DATES: Comments must be received on or before July 2, 2012.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R05–OAR–2012–0312, by one of the following methods:

• www.regulations.gov: Follow the on-line instructions for submitting comments.
• Email: nash.carlton@epa.gov.
• Fax: (312) 353–1151.


Such deliveries are only accepted during the Regional Office normal hours of operation, and special arrangements should be made for deliveries of boxed information. The Regional Office official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m. excluding Federal holidays.

Please see the direct final rule which is located in the Rules section of this Federal Register for detailed instructions on how to submit comments.

FOR FURTHER INFORMATION CONTACT: Margaret Sieffert, Environmental Engineer, Environmental Protection Agency, Region 5, 77 West Jackson Boulevard (AT–18J), Chicago, Illinois 60604, (312) 353–1151, sieffert.margaret@epa.gov.

SUPPLEMENTARY INFORMATION: In the Rules section of this Federal Register, EPA is approving the State’s submittal as a direct final rule without prior proposal because the Agency views this as a noncontroversial submittal and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this rule, no further activity is contemplated. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period. Any parties interested in commenting on this action should do so at this time. Please note that if EPA receives adverse comment on an amendment, paragraph, or section of this rule and if that provision may be severed from the remainder of the rule, EPA may adopt as final those provisions of the rule that are not the subject of an adverse comment. For additional information, see the direct final rule which is located in the Rules section of this Federal Register.

Dated: May 16, 2012.

Susan Hedman,
Regional Administrator, Region 5.

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 17

[FR Doc. 2012–13152 Filed 5–30–12; 8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MB Docket No. 99–25; Report No. 2950]

Petitions for Reconsideration of Action of Rulemaking Proceeding

AGENCY: Federal Communications Commission.

ACTION: Petition for reconsideration.

SUMMARY: In this document, Petitions for Reconsideration (Petitions) have been filed in the Commission’s Rulemaking proceeding against the adoption of a national cap of 50 applications and a market-based cap of one application per applicant per market for pending Auction No. 83 translator applications.

DATES: Oppositions to the Petition must be filed on or before June 15, 2012. Replies to an opposition must be filed on or before June 25, 2012.


FOR FURTHER INFORMATION CONTACT: Kelly Donohue, Media Bureau, 202–418–8192.

SUPPLEMENTARY INFORMATION: This is a summary of Commission’s document, Report No. 2950, released May 24, 2012. The full text of this document is available for viewing and copying in Room CY–B402, 445 12th Street SW., Washington, DC or may be purchased from the Commission’s copy contractor, Best Copy and Printing, Inc. (BCPI) (1–800–378–3160). The Commission will not send a copy of this Notice pursuant to the Congressional Review Act, 5 U.S.C. 801(a)(1)(A), because this Notice does not have an impact on any rules of particular applicability.


Federal Communications Commission.

Marlene H. Dortch,
Secretary, Office of the Secretary, Office of Managing Director.

DEPARTMENT OF THE INLAND NAVIGATION SYSTEMS AND CHANNELS

50 CFR Part 140

[MB Docket No. 99–25; Report No. 2950]

Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Southern Selkirk Mountains Population of Woodland Caribou (Rangifer tarandus caribou)

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule; availability of supplementary documents and announcement of public hearing.

SUMMARY: We, the U.S. Fish and Wildlife Service (Service), announce the