

result we accept our determination of minimal cost.

If an agency determines that a rulemaking will not result in a significant economic impact on a substantial number of small entities, the head of the agency may so certify under section 605(b) of the RFA. Therefore, as provided in section 605(b), the head of the FAA certifies that this rulemaking will not result in a significant economic impact on a substantial number of small entities.

#### International Trade Impact Assessment

The Trade Agreements Act of 1979 (Pub. L. 96–39), as amended by the Uruguay Round Agreements Act (Pub. L. 103–465), prohibits Federal agencies from establishing standards or engaging in related activities that create unnecessary obstacles to the foreign commerce of the United States. Pursuant to these Acts, the establishment of standards is not considered an unnecessary obstacle to the foreign commerce of the United States, so long as the standard has a legitimate domestic objective, such as the protection of safety, and does not operate in a manner that excludes imports that meet this objective. The statute also requires consideration of international standards and, where appropriate, that they be the basis for U.S. standards.

The FAA has assessed the potential effect of this final rule and determined that it will enhance safety and will not be considered an unnecessary obstacle to trade.

#### 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 \$151 million in lieu of \$100 million.

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

#### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” paragraph 311a. This airspace action is

not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### 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 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 July 1, 2014.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2014–15914 Filed 7–8–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA–2014–0389; Airspace Docket No. 14–ASO–6]

**RIN 2120-AA66**

#### Amendment of Time of Designation for Restricted Area R–3002G; Fort Benning, GA

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

**ACTION:** Final rule; technical amendment.

**SUMMARY:** This action amends the time of designation for restricted area R–3002G at Fort Benning, GA, by removing the words “local time” and adding the words “Eastern time” to the published time of designation. The majority of the R–3002 complex (i.e., R–3002A through F) lies within the Eastern time zone. However, R–3002G is a small segment that is in the Central time zone. Since the Eastern time zone is predominant and is used for scheduling activities in the entire complex, the time of

designation for R-3002G is amended to avoid confusion.

**DATES:** Effective date 0901 UTC, September 18, 2014.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace Policy and Regulations Group, AJV-11, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Background**

The Fort Benning, GA, restricted area complex consists of seven subareas designated R-3002A through G. Restricted areas R-3002A through F lie within the Eastern time zone, while R-3002G is a small segment that lies within the Central time zone. Normally, the times listed in the “time of designation” for a restricted area include the qualifier “local time” in the description. However, when a complex overlaps more than one time zone, the predominant time zone is specified in the time of designation for the lesser subarea even though that area extends into an adjacent time zone. In this case, all R-3002 subareas, except area G, lie within the Eastern time zone and the using agency schedules activation of the entire area based on Eastern time. Therefore, to avoid possible confusion, “Eastern time” is being added to the time of designation for R-3002G.

**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 73 by removing the words “local time” from the time of designation for restricted area R-3002G, Fort Benning, GA, and inserting the words “Eastern time.” Since all R-3002 subareas, except area G, lie within the Eastern time zone, the Eastern time zone is predominant and is used for scheduling the activation of all subareas (A through G).

Because this amendment is simply an editorial change that does not affect the boundaries, designated altitudes, or activities conducted within the restricted area, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

The FAA has determined that this action 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 only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311d., FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. This airspace action is an administrative change to the description of restricted area R-3002G to clarify the time zone used in scheduling activation of the airspace. It does not alter the dimensions, altitudes, or activities conducted within the airspace; therefore, it is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**List of Subjects in 14 CFR Part 73**

Airspace, Prohibited areas, Restricted areas.

**Adoption of the Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73, as follows:

**PART 73—SPECIAL USE AIRSPACE**

- 1. The authority citation for part 73 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.

**§ 73.30 [Amended]**

- 2. Section 73.30 is amended as follows:

\* \* \* \* \*

**R-3002G Fort Benning, GA [Amended]**

By removing the current time of designation and adding the following:  
**Time of designation.** Intermittent, 0600-0200 Eastern time daily; other times by NOTAM 6 hours in advance.

\* \* \* \* \*

Issued in Washington, DC, on July 2, 2014.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2014-16061 Filed 7-8-14; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

[Docket No. USCG-2013-0103]

RIN 1625-AA08

**Regattas and Marine Parades; Great Lakes Annual Marine Events**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce various special local regulations for annual regattas and marine parades in the Captain of the Port Detroit zone from 9 a.m. on June 27, 2014 through 6 p.m. on August 10, 2014. Enforcement of these regulations is necessary and intended to ensure safety of life on the navigable waters immediately prior to, during, and immediately after these regattas or marine parades. During the aforementioned period, the Coast Guard will enforce restrictions upon, and control movement of vessels in a specified area immediately prior to, during, and immediately after regattas or marine parades.

**DATES:** The regulations in 33 CFR 100.914, 100.915, 100.918, 100.919, and 100.920 will be enforced at dates and times specified in this document from June 27, 2014, through August 10, 2014.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this document, call or email LT Adrian Palomeque, Prevention Department, U.S. Coast Guard Sector Detroit, 110 Mount Elliot Ave., Detroit, MI 48207; telephone (313) 568-9508, email *Adrian.F.Palomeque@uscg.mil*.

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the following special local regulations listed in 33 CFR Part 100, Safety of Life on Navigable Waters, on the following dates and times, which are listed in chronological order:

(1) § 100.919 *International Bay City River Roar, Bay City, MI.*

This special local regulation will be enforced from 9 a.m. to 6 p.m. on June 27, 28, and 29, 2014. A regulated area is established to include all waters of the Saginaw River bounded on the north by the Liberty Bridge, located at 43°36.3' N, 083°53.4' W, and bounded on the south by the Veterans Memorial Bridge, located at 43°35.8' N, 083°53.6' W.

(2) § 100.920 *Tug Across the River, Detroit, MI.*

This special local regulation will be enforced from 6 p.m. to 6:45 p.m. on