

assessment income. The Committee determined that this level of assessment revenue would be adequate to cover budgeted expenses for the 2018–2019 fiscal period without unduly increasing reserve funds.

A review of historical information and preliminary information pertaining to the upcoming fiscal year indicates that the average producer price for the 2018–2019 season should be approximately \$9.26 per hundredweight of potatoes. Therefore, the estimated assessment revenue for the 2018–2019 fiscal period as a percentage of total producer revenue would be about 0.06 percent.

This proposed action would increase the assessment obligation imposed on handlers. While assessments impose some additional costs on handlers, the costs are minimal and uniform on all handlers. Some of the additional costs may be passed on to producers. However, these costs would be offset by the benefits derived by the operation of the Order. In addition, the Committee's meetings were widely publicized throughout the Colorado potato industry. All interested persons were invited to attend the meetings and participate in Committee deliberations on all issues. Like all Committee meetings, the March 15, 2018 meeting was a public meeting and all entities, both large and small, were able to express views on this issue. Finally, interested persons are invited to submit comments on this proposed rule, including the regulatory and information collection impacts of this action on small businesses.

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), the Order's information collection requirements have been previously approved by the OMB and assigned OMB No. 0581–0178, Generic Vegetable and Specialty Crops. No changes in those requirements would be necessary as a result of this action. Should any changes become necessary, they would be submitted to OMB for approval.

This proposed rule would not impose any additional reporting or recordkeeping requirements on either small or large Colorado potato handlers. As with all Federal marketing order programs, reports and forms are periodically reviewed to reduce information requirements and duplication by industry and public sector agencies.

AMS 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.

USDA has not identified any relevant Federal rules that duplicate, overlap, or conflict with this proposed rule.

A small business guide on complying with fruit, vegetable, and specialty crop marketing agreements and orders may be viewed at: <http://www.ams.usda.gov/rules-regulations/moa/small-businesses>. Any questions about the compliance guide should be sent to Richard Lower at the previously mentioned address in the **FOR FURTHER INFORMATION CONTACT** section.

#### List of Subjects in 7 CFR Part 948

Marketing agreements, Potatoes, Reporting and recordkeeping requirements.

For the reasons set forth in the preamble, 7 CFR part 948 is proposed to be amended as follows:

#### PART 948—IRISH POTATOES GROWN IN COLORADO

■ 1. The authority citation for 7 CFR part 948 continues to read as follows:

**Authority:** 7 U.S.C. 601–674.

■ 2. Section 948.216 is revised to read as follows:

##### § 948.216 Assessment rate.

On and after September 1, 2018, an assessment rate of \$0.006 per hundredweight is established for Colorado Area No. 2 potatoes.

Dated: May 18, 2018.

**Bruce Summers,**

*Administrator, Agricultural Marketing Service.*

[FR Doc. 2018–11084 Filed 5–23–18; 8:45 am]

**BILLING CODE 3410–02–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2018–0232; Airspace Docket No. 17–ANM–33]

**RIN 2120–AA66**

#### Proposed Amendment and Establishment of Multiple Air Traffic Service (ATS) Routes; Western United States

**Editorial Note:** Proposed Rule document 2018–10466 was originally published on pages 22891 through 22894 in the issue of Thursday, May 17, 2018. In that publication, on pages 22893 through 22894, the latitude coordinates appeared incorrectly. The corrected document is published here in its entirety.

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

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

**SUMMARY:** This action proposes to amend six United States Area Navigation (RNAV) routes (Q–88, Q–90, Q–114, Q–126, Q–136, and Q–150) and establish one RNAV route (Q–92) in the western United States. The routes would support standard instrument departures (SIDs) and standard terminal arrival routes (STARs) for Denver International Airport. Additionally, the routes will promote operational efficiencies for users and provide connectivity to current and proposed RNAV enroute procedures while enhancing capacity for adjacent airports.

**DATES:** Comments must be received on or before July 2, 2018.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: 1 (800) 647–5527, or (202) 366–9826. You must identify FAA Docket No. FAA–2018–0232; Airspace Docket No. 17–ANM–33 at the beginning of your comments. You may also submit comments through the internet at <http://www.regulations.gov>.

FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call (202) 741–6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

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

#### SUPPLEMENTARY INFORMATION:

##### Authority for This Rulemaking

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 modifies the route structure as necessary to support the flow of air traffic within the National Airspace System.

### 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-2018-0232; Airspace Docket No. 17-ANM-33) 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-2018-0232; Airspace Docket No. 17-ANM-33." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date 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 comment closing date. 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>. Recently published rulemaking documents can also be accessed through the FAA's web page at [http://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

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 Western Service Center, Operations Support Group, Federal Aviation Administration, 2200 South 216th St., Des Moines, WA 98198.

### Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11B, airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### Background

The Denver, Salt Lake City, and Minneapolis Air Route Traffic Control Centers (ARTCCs) requested the FAA to amend six existing and establish one new RNAV Q-Routes. These routes would support new SIDs and STARs that are being developed for Denver International Airport and surrounding airports. Moreover, the current routes are being amended to connect the midwest and east coast airports with west coast airports. Additional waypoints are being strategically added to existing routes over the Rocky Mountains to provide more flexibility in route planning to avoid mountain wave effect (severe turbulence, strong vertical currents, and icing) and to provide flexibility in flight planning for oxygen escape routes (oxygen escape routes are used in the event of cabin depressurization during a flight).

Furthermore, amending the six existing routes and adding the one new route will facilitate the implementation of traffic management initiatives such as adjacent ARTCC metering (ACM) and time based flow management.

### The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to modify United States RNAV routes Q-88, Q-90, Q-114, Q-126, Q-136, Q-150; and establish United States RNAV route Q-92. The proposed route changes are outlined below.

**Q-88:** Q-88 currently extends from waypoint HAKMN, NV to waypoint CHESZ, UT. The amended route would connect airports in the northeastern United States (U.S.) and Canada with Los Angeles and Las Vegas. As well as, provide Denver International Airport departures to the north a routing to Minneapolis.

**Q-90:** Q-90 currently extends from waypoint DNERO, CA to waypoint JASSE, AZ. The amended route would add connection to Chicago O'Hare Airport. Additionally, the route would provide an alternate south departure route from Denver International airport to the Los Angeles, CA, basin satellite airports.

**Q-92:** Q-92 would be established to support departures from Denver International Airport bound for airports in the midwest and east coast.

**Q-114:** Q-114 currently extends from waypoint NATEE, NV to waypoint BUGGG, UT. The amended route would connect Chicago area airports to the Los Angeles basin airports. Additionally, the amended route would support Denver International Airport west departures to the Los Angeles, CA, basin satellite airports.

**Q-126:** Q-126 currently extends from waypoint TIPRE, CA to VOR/DME Meeker, CO, (EKR). The amended route would link airports on the U.S. west coast to airports in the midwest. Q-126 would add utility by supporting Denver International Airport arrival traffic from the west. Additional waypoints were added to the airway to provide for oxygen escape routes.

**Q-136:** Q-136 currently extends from VORTAC Coaldale, NV (OAL) to FIX VOAXA, CO. The amended route would link airports on the U.S. west coast to airports in the midwest. Q-136 would support Denver International Airport west departures to the San Francisco Bay area and departures to the midwest and east coast airports. Additional waypoints were added to the airway to provide for oxygen escape routes.

**Q-150:** Q-150 currently extends from waypoint STEVS, WA to waypoint OPPEE, WY. The amended route would support overflight traffic between Seattle area airports and Dallas/Ft. Worth, Houston, as well as Calgary and Edmonton airports in Canada. Q-150

would support Denver departures enroute to Boise, ID; Portland, OR; and Seattle, WA.

United States Area Navigation Routes are published in paragraph 2006 of FAA Order 7400.11B dated August 3, 2017, and effective September 15, 2017, which is incorporated by reference in 14 CFR 71.1. The United States Area Navigation Routes listed in this document will be subsequently published in the Order.

### Regulatory Notices and Analyses

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. It, therefore: (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 will 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.

### Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “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(f), 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 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017 and effective September 15, 2017, is amended as follows:

*Paragraph 2006—United States Area Navigation Routes*

#### Q-88 HAKMN, NV to DKOTA, SD [Amended]

HAKMN, NV	WP	(Lat. 35°30'28.31" N, long. 115°04'47.04" W)
LAKRR, NV	WP	(Lat. 36°05'07.72" N, long. 114°17'09.16" W)
PROMT, UT	WP	(Lat. 37°30'06.70" N, long. 111°52'12.94" W)
ZAKRY, CO	WP	(Lat. 39°22'47.16" N, long. 107°12'15.76" W)
CHUWY, NE	WP	(Lat. 41°30'42.77" N, long. 102°52'39.47" W)
VIVID, SD	FIX	(Lat. 43°51'37.63" N, long. 099°59'15.44" W)
DKOTA, SD	WP	(Lat. 45°22'17.00" N, long. 097°37'27.00" W)
* * *		

#### Q-90 DNERO, CA to WELKY, IA [Amended]

DNERO, CA	WP	(Lat. 35°02'07.14" N, long. 114°54'16.39" W)
YAMHA, CO	WP	(Lat. 37°04'15.31" N, long. 108°51'39.33" W)
DAAYE, CO	WP	(Lat. 38°00'40.43" N, long. 105°46'44.19" W)
WELKY, IA	WP	(Lat. 40°38'57.01" N, long. 093°33'40.60" W)
* * *		

#### Q-92 CHUWY, NE to JORDY, IA [New]

CHUWY, NE	WP	(Lat. 41°30'42.77" N, long. 102°52'39.47" W)
KUTCH, NE	WP	(Lat. 41°48'23.73" N, long. 101°01'44.06" W)
MAASI, NE	WP	(Lat. 41°59'36.09" N, long. 097°34'21.90" W)
JORDY, IA	FIX	(Lat. 42°05'11.53" N, long. 093°31'32.82" W)
* * *		

#### Q-114 NATEE, NV to LEONG, IA [Amended]

NATEE, NV	WP	(Lat. 35°37'14.00" N, long. 115°22'26.00" W)
BAWER, UT	WP	(Lat. 37°38'06.68" N, long. 112°16'45.89" W)
AVVVS, CO	FIX	(Lat. 40°02'07.82" N, long. 104°46'03.16" W)
AYOLE, NE	WP	(Lat. 41°08'59.40" N, long. 100°43'20.63" W)
LEONG, IA	WP	(Lat. 41°24'02.01" N, long. 093°44'57.66" W)
* * *		

#### Q-126 TIPRE, CA to BRAFF, CO [Amended]

TIPRE, CA	WP	(Lat. 38°12'21.00" N, long. 121°02'09.00" W)
INSLO, NV	WP	(Lat. 38°40'44.90" N, long. 117°17'53.20" W)
LBATO, UT	WP	(Lat. 39°47'17.82" N, long. 110°04'48.60" W)
BASNN, CO	WP	(Lat. 39°55'53.98" N, long. 109°00'50.73" W)
BRAFF, CO	WP	(Lat. 40°08'35.62" N, long. 104°23'26.75" W)
* * *		

#### Q-136 COALDALE, NV (OAL) to BAACN, IA [Amended]

COALDALE, NV	(OAL) VORTAC	(Lat. 38°00'11.74" N, long. 117°46'13.60" W)
RUMPS, NV	WP	(Lat. 38°07'10.00" N, long. 117°16'15.00" W)
KATTS, NV	WP	(Lat. 38°20'00.00" N, long. 116°20'00.00" W)
WEEMN, UT	WP	(Lat. 39°21'57.00" N, long. 109°58'02.80" W)
COUGH, CO	WP	(Lat. 39°53'45.04" N, long. 105°14'56.79" W)
ZIRKL, NE	WP	(Lat. 40°07'56.94" N, long. 101°22'17.29" W)
BAACN, IA	WP	(Lat. 40°58'29.04" N, long. 093°47'25.79" W)
* * *		

#### Q-150 STEVS, WA to EXHAS, KS [Amended]

STEVS, WA	WP	(Lat. 47°14'54.49" N, long. 120°32'09.93" W)
GANNE, WY	WP	(Lat. 43°18'37.17" N, long. 109°30'23.85" W)
DUIZE, KS	WP	(Lat. 38°51'00.00" N, long. 101°42'00.00" W)
EXHAS, KS	WP	(Lat. 38°20'04.70" N, long. 101°09'35.23" W)

Issued in Washington, DC, on May 10, 2018.

**Scott M. Rosenbloom,**

*Acting Manager, Airspace Policy Group.*

[FR Doc. R1-2018-10446 Filed 5-23-18; 8:45 am]

**BILLING CODE 1301-00-D**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2017-1202; Airspace Docket No. 17-AWP-31]

#### Proposed Establishment of Class E Airspace, Los Angeles, CA

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

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

**SUMMARY:** This action proposes to establish Class E en route airspace extending upward from 1,200 feet above the surface to accommodate instrument flight rules (IFR) aircraft under control of the Los Angeles Air Route Traffic Control Center (ARTCC), Los Angeles, CA. Establishment of this airspace area would ensure controlled airspace exists in those areas where the Federal airway structure is inadequate.

**DATES:** Comments must be received on or before July 9, 2018.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: 1-800-647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2017-1202; Airspace Docket No. 17-AWP-31, at the beginning of your comments. You may also submit comments through the internet at <http://www.regulations.gov>.

FAA Order 7400.11B, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC, 20591; telephone: 202-267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11B at NARA, call 202-741-6030, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FAA Order 7400.11, Airspace Designations and Reporting Points, is

published yearly and effective on September 15.

**FOR FURTHER INFORMATION CONTACT:** Tom Clark, Federal Aviation Administration, Operations Support Group, Western Service Center, 2200 S 216th St., Des Moines, WA 98198-6547; telephone (206) 231-2253.

#### SUPPLEMENTARY INFORMATION:

##### Authority for This Rulemaking

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 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 establish Class E en route airspace at Los Angeles Air Route Traffic Control Center, Los Angeles, CA.

##### 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 and be submitted in triplicate to the address listed above. Persons wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. FAA-2017-1202/Airspace Docket No. 17-AWP-31." The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. 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>. Recently published rulemaking documents can also be accessed through the FAA's web page at [http://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the 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 Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S 216th St., Des Moines, WA 98198-6547.

#### Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend FAA Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017. FAA Order 7400.11B is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11B lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### Background

Current airspace design is primarily based on airport terminal areas and airways, often leaving small areas of uncontrolled airspace between airports. Class E en route domestic airspace provides controlled airspace in those areas where there is a requirement to provide IFR en route air traffic control services but the Federal airway structure is inadequate.

Numerous smaller Class E en route areas have been established to provide controlled airspace where the airway structure is inadequate; however, additional areas of uncontrolled airspace have been discovered due to technological improvements in locating and mapping. Also, as aging ground-based navigation aids are removed from service, the airway structure is reduced, uncovering larger areas of uncontrolled airspace.

#### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) Part 71 to establish Class E en route airspace extending upward from