

or 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 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 between 8:00 a.m. and 4:30 p.m., Monday through Friday, except federal holidays at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, GA 30337.

#### 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.

#### The Proposal

The FAA is considering an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to establish Class E airspace extending upward from 700 feet above the surface within a 7-mile radius of Breckinridge County Airport, Hardinsburg, KY, providing the controlled airspace required to support the new RNAV (GPS) standard instrument approach procedures for IFR operations at this airport.

Class E airspace designations are published in Paragraph 6005 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 Class D and E airspace

designations listed in this document will be published subsequently 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 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 would 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.

#### Lists 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 Federal Aviation Administration Order 7400.11B, Airspace Designations and Reporting Points, dated August 3, 2017, and effective September 15, 2017, is amended as follows:

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

#### **ASO KY E5 Hardinsburg, KY [New]**

Breckinridge County Airport, KY  
(Lat. 37°47'05" N, long. 86°26'29" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Breckinridge County Airport.

Issued in College Park, Georgia, on August 29, 2018.

**Ryan W. Almasy,**

*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2018–19492 Filed 9–10–18; 8:45 am]

**BILLING CODE 4910–13–P**

## **DEPARTMENT OF HOMELAND SECURITY**

### **Coast Guard**

#### **33 CFR Part 165**

[Docket Number USCG–2018–0845]

#### **Safety Zone; Spaceport Camden, Woodbine, GA**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Request for comments.

**SUMMARY:** The Coast Guard is seeking comments from interested persons regarding a proposal to establish safety zones on the navigable waterways in the vicinity of the proposed Spaceport Camden, near Woodbine, Georgia during rocket tests, launches, and landing operations. The proposed safety zones would be necessary to protect personnel, vessels, and the marine environment from potential hazards created by rocket launches and landings, and by various rocket tests.

**DATES:** Your comments and related material must reach the Coast Guard on or before October 11, 2018.

**ADDRESSES:** You may submit comments identified by docket number USCG–2018–0845 using the Federal portal at <http://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notice of inquiry, call or email LT Joseph Palmquist, Marine Safety Unit Savannah, U.S. Coast Guard; telephone 912–652–4353 x221, email [joseph.b.palmquist@uscg.mil](mailto:joseph.b.palmquist@uscg.mil).

#### **SUPPLEMENTARY INFORMATION:**

#### **I. Table of Abbreviations**

CFR Code of Federal Regulations  
DHS Department of Homeland Security  
FR Federal Register

## II. Background and Purpose

The Board of County Commissioners of Camden County, Georgia proposes to develop and operate a commercial space launch site, called Spaceport Camden, in an unincorporated area of Camden County, Georgia, approximately 11.5 miles due east of the town of Woodbine, Georgia. The site, near Floyd Creek, is on the coast, surrounded by salt marshes to the east and south, and the Satilla River to the north. In support of Spaceport Camden, the Board of County Commissioners of Camden County, Georgia requested that the Coast Guard establish safety zones which would be enforced during launch, landing, and rocket test activities at the site.

The Coast Guard establishes safety zones over areas of water and/or shore for safety or environmental purposes pursuant to the authority contained in 33 CFR part 165. A safety zone is a “. . . water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels.”

The applicants for Spaceport Camden propose up to 12 annual launches and landings during daylight hours, with one possible nighttime launch per year, of liquid-fueled, small to medium-large lift-class, orbital and suborbital vertical launch vehicles. In support of the proposed launches, the applicants for Spaceport Camden propose up to 12 static fire engine tests per year. Launch trajectories would vary from 83 to 115 degrees for vehicles up to and including medium-large lift class. Because the trajectory of these launches would take the rockets over various navigable waterways, creeks and tributaries, sections of land, and areas offshore, applicants are required to limit or restrict access to certain areas surrounding a rocket test/launch site based on specific hazard analysis. The applicant's request to establish safety zones during rocket launches, landings, and various tests is one element in meeting these safety requirements.

The range of potential safety zones for launch and landing activities encompasses an area which accounts for safety concerns associated with all potential launch trajectories. Individual launch safety zones could be smaller and depend on several factors unique to each event, such as actual trajectory, lift class, and payload. The range of potential safety zones for rocket tests encompasses a smaller area directly around the commercial space launch site. In all instances, the proposed safety zones would be necessary to safeguard persons, property, and the marine

environment during rocket launches, landings, and rocket test activities.

### *Proposed Launch/Landing Safety Zone*

The geographic area which encompasses all potential launch trajectories and accounts for the largest possible launch vehicle is defined by nine total corner points, identified below. Individual launch safety zones could be smaller dependent upon aspects unique to each launch activity, such as specific launch trajectories and the size of each launch vehicle:

1. In vicinity of the western portion of Shellbine Creek, south of Union Carbide Rd, Latitude: 30°54'17.0" N, Longitude: 81°30'45.0" W
2. In vicinity of Cabin Bluff, at the end of Union Carbide Rd, Latitude: 30°53'6.75" N, Longitude: 81°30'56.5" W
3. Cumberland River, just west of Cumberland Island, approximately 2 nautical miles (2.3 miles) north of Stafford Island, Latitude: 30°50'56.15" N, Longitude: 81°28'39.4" W
4. Plum Orchard—West side of Cumberland Island, approximately 1.5 nautical miles (1.7 miles) south of Table Point, Latitude: 30°51'22.12" N, Longitude: 81°27'55.3" W
5. Kings Bottom Trail Head—West side of Cumberland Island, approximately 1 nautical mile (1.15 miles) south of Table Point, Latitude: 30°51'58.53" N, Longitude: 81°27'44.8" W
6. Offshore—Approximately 13 nautical miles (15 miles) east of the southern portion of Cumberland Island; approximately 5 nautical miles (5.75 miles) northeast of St. Mary's entrance buoy, Latitude: 30°46'1.80" N, Longitude: 81°10'15.5" W
7. Offshore—Approximately 10 nautical miles (11.5 miles) east of Jekyll Point; approximately 3.5 nautical miles (4 miles) southeast of St. Simons Sound entrance buoy, Latitude: 31°01'33.65" N, Longitude: 81°10'15.5" W
8. St. Andrew Sound—600 yards south of Jekyll Point, Latitude: 31°00'23.6" N, Longitude: 81°26'4.75" W
9. In vicinity of Todd Creek, approximately 1 nautical mile (1.15 miles) west of Floyd Basin, Latitude: 30°57'38.0" N, Longitude: 81°32'25.5" W

### *Proposed Test Activity Safety Zone*

The proposed safety zone for test activities encompasses an area within a one nautical mile (1.15 miles) radius in each direction from the location of the launch site pad. The location of the

launch site: Latitude: 30°56'50.67" N, Longitude: 81°30'23.34" W.

## III. Information Requested

In support of the applicant's request and to provide for the public safety in connection with potential operations at Spaceport Camden, the COTP Savannah is seeking comments from interested persons on the establishment of two proposed safety zones on the navigable waters surrounding Spaceport Camden, in the vicinity of Woodbine, Georgia. These safety zones would be enforced during rocket launches, landings, and various rocket tests. Launch/landing safety zones would support launch/landing activities while test site safety zones would support rocket test activities. Vessels, both commercial and recreational, would be prohibited from entering, transiting through, anchoring in, or remaining within the safety zone unless specifically authorized by the COTP Savannah or a designated representative.

For launch activities, the safety zone is anticipated to be in effect for approximately four to six hours for medium-large launchers, but not longer than 12 hours. For small launches, the safety zone is anticipated to be in effect for two to three hours. A safety zone for rocket test activity is anticipated to be in effect for approximately 60 minutes or less. The COTP Savannah or a designated representative would inform the public through broadcast notice to mariners of the enforcement periods of the safety zone.

## IV. Public Participation and Request for Comments

We encourage you to submit comments through the Federal portal at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. In your submission, please include the docket number for this notice of inquiry and provide a reason for each suggestion or recommendation.

We accept anonymous comments. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. For more about privacy and the docket, visit <http://www.regulations.gov/privacyNotice>.

Documents mentioned in this notice of inquiry as being available in the docket, and all public comments, will be in our online docket at <http://www.regulations.gov> and can be viewed by following that website's instructions.

We plan to hold a public meeting to receive oral comments on this notice of inquiry and will announce the date, time, and location in a separate document published in the **Federal Register**. If you signed up for docket email alerts mentioned in the paragraph above, you will receive an email notice when the public meeting notice is published and placed in the docket.

Dated: September 4, 2018.

**N.C. Witt,**

*Commander, U.S. Coast Guard, Captain of the Port Savannah.*

[FR Doc. 2018-19661 Filed 9-10-18; 8:45 am]

**BILLING CODE 9110-04-P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 635

[Docket No. 180517486-8772-01]

RIN 0648-XG263

#### Atlantic Highly Migratory Species; 2019 Atlantic Shark Commercial Fishing Year

**AGENCY:** National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

**ACTION:** Proposed rule; request for comments.

**SUMMARY:** This proposed rule would establish quotas, opening dates, and retention limits for the 2019 fishing year for the Atlantic commercial shark fisheries. Quotas would be adjusted as required or allowable based on any over- and/or underharvests experienced during the 2018 fishing year. In addition, NMFS proposes opening dates and commercial retention limits based on adaptive management measures to provide, to the extent practicable, fishing opportunities for commercial shark fishermen in all regions and areas. The proposed measures could affect fishing opportunities for commercial shark fishermen in the northwestern Atlantic Ocean, including the Gulf of Mexico and Caribbean Sea.

**DATES:** Written comments must be received by October 11, 2018.

**ADDRESSES:** You may submit comments on this document, identified by NOAA-NMFS-2018-0097, by any of the following methods:

- *Electronic Submission:* Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to [www.regulations.gov/#!docketDetail](http://www.regulations.gov/#!docketDetail);

*D=NOAA-NMFS-2018-0097*, click the “Comment Now!” icon, complete the required fields, and enter or attach your comments.

- *Mail:* Submit written comments to Brad McHale, NMFS/SF1, 1315 East-West Highway, National Marine Fisheries Service, SSMC3, Silver Spring, MD 20910.

*Instructions:* Comments sent by any other method, to any other address or individual, or received after the end of the comment period, may not be considered by NMFS. All comments received are a part of the public record and will generally be posted for public viewing on [www.regulations.gov](http://www.regulations.gov) without change. All personal identifying information (e.g., name, address, etc.), confidential business information, or otherwise sensitive information submitted voluntarily by the sender will be publicly accessible. NMFS will accept anonymous comments (enter “N/A” in the required fields if you wish to remain anonymous).

Copies of this proposed rule and supporting documents are available from the HMS Management Division website at <https://www.fisheries.noaa.gov/topic/atlantic-highly-migratory-species> or by contacting Lauren Latchford or Chanté Davis by phone at (301) 427-8503.

**FOR FURTHER INFORMATION CONTACT:** Karyl Brewster-Geisz, Lauren Latchford, or Chanté Davis at (301) 427-8503.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Atlantic commercial shark fisheries are managed under the authority of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The 2006 Consolidated Atlantic Highly Migratory Species (HMS) Fishery Management Plan (FMP) and its amendments are implemented by regulations at 50 CFR part 635. For the Atlantic commercial shark fisheries, the 2006 Consolidated HMS FMP and its amendments established commercial shark retention limits, commercial quotas for species and management groups, and accounting measures for under- and overharvests for the shark fisheries. The FMP also includes adaptive management measures, such as flexible opening dates for the fishing year and inseason adjustments to shark trip limits, which provide management flexibility in furtherance of equitable fishing opportunities, to the extent practicable, for commercial shark fishermen in all regions and areas.

#### 2019 Proposed Quotas

This proposed rule would adjust the quota levels for the different shark stocks and management groups for the 2019 Atlantic commercial shark fishing year based on over- and underharvests that occurred during the 2018 fishing year, consistent with existing regulations at 50 CFR 635.27(b). Over- and underharvests are accounted for in the same region, sub-region, and/or fishery in which they occurred the following year, except that large overharvests may be spread over a number of subsequent fishing years up to a maximum of five years. Shark stocks that are overfished, have overfishing occurring, or have an unknown status, as well as management groups that contain one or more stocks that are overfished, have overfishing occurring, or have an unknown stock status, will not have underharvest carried over in the following year. Stocks or management groups that are not overfished and have no overfishing occurring may have any underharvest carried over in the following year, up to 50 percent of the base quota.

Based on harvests to date, and after considering catch rates and landings from previous years, NMFS proposes to adjust the 2019 quotas for some management groups as shown in Table 1. In the final rule, NMFS will adjust the quotas as needed based on dealer reports received by mid-October 2018. Thus, all of the 2019 proposed quotas for the respective stocks and management groups will be subject to further adjustment after NMFS considers the dealer reports through mid-October. All dealer reports that are received after the October date will be used to adjust 2020 quotas, as appropriate.

While the sub-quota for the western Gulf of Mexico aggregated large coastal shark (LCS) was exceeded this year, based on current landings in the eastern Gulf of Mexico for that management group and based on catch rates from previous years from the eastern Gulf of Mexico, NMFS does not believe the overall regional Gulf of Mexico aggregated LCS quota will be exceeded. Thus, NMFS proposes the base line quotas for the eastern and western Gulf of Mexico sub-regions. If catch rates in the eastern Gulf of Mexico increase, it is possible that in the final rule NMFS would need to reduce the western Gulf of Mexico sub-regional aggregated LCS quota to account for that sub-region's overharvest.

Because the Gulf of Mexico blacktip shark management group and smoothhound shark management groups