

## Incorporation by Reference

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11G lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

## The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend VOR Federal airway V-469; and to revoke VOR Federal airways V-164, V-423, and V-576 in support of the FAA's VOR MON Program. The proposed changes facilitate the scheduled decommissioning of the following navigation aids: Williamsport, PA (FQM), VOR/Distance Measuring Equipment (DME); Stonyfork, PA (SFK), VOR/DME; Danville, VA (DAN), VOR; Hancock, NY (HNK), VOR/DME; and Delancey, NY (DNY), VOR/DME. The proposed changes are described below.

**V-164:** V-164 extends from the Stonyfork, PA (SFK), VOR/DME to the East Texas, PA (ETX), VOR/DME. The route is dependent upon the Stonyfork, PA (SFK), VOR/DME and the Williamsport, PA (FQM), VOR/DME which are scheduled to be decommissioned. Without this navigation facility, V-164 is no longer viable, so the FAA proposes to remove the entire route.

**V-423:** V-423 extends from the Williamsport, PA (FQM), VOR/DME to the Binghamton, NY (CFB), VOR/DME. The route is dependent upon the Williamsport, PA (FQM), VOR/DME which is scheduled to be decommissioned. Without this navigation facility, V-423 is no longer viable, so the FAA proposes to remove the route.

**V-469:** V-469 extends from the Danville, VA (DAN), VOR to the Woodstown, NJ (OOD), VOR/Tactical Air Navigation System (VORTAC). The Danville, VA (DAN), VOR is scheduled to be decommissioned. The FAA proposes to remove the route segment between the Danville, VA (DAN), VOR to the Lynchburg, VA (LYH), VOR/DME.

**V-576:** V-576 extends from the Philipsburg, PA (PSB), VORTAC to the DeLancey, NY (DNY), VOR/DME. The

route is dependent upon the Williamsport, PA (FQM), VOR/DME, the Hancock, NY (HNK), VOR/DME, and the DeLancey, NY (DNY), VOR/DME which are scheduled to be decommissioned. Without these navigation facilities, V-576 is no longer viable, so the FAA proposes to remove the entire route.

## 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 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 14 CFR 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 JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

*Paragraph 6010(a) Domestic VOR Federal Airways*

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**V-164 [Removed]**

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**V-423 [Removed]**

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**V-469 [Amended]**

From Lynchburg, VA; INT Lynchburg 347° and Elkins, WV, 142° radials; Elkins; Morgantown, WV; INT Morgantown 010° and Johnstown, PA, 260°; Johnstown; St. Thomas, PA; Harrisburg, PA; Dupont, DE; to Woodstown, NJ.

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**V-576 [Removed]**

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Issued in Washington, DC, on June 9, 2023.

**Brian Konie,**

*Acting Manager, Airspace Rules and Regulations.*

[FR Doc. 2023-12746 Filed 6-14-23; 8:45 am]

**BILLING CODE 4910-13-P**

## **COMMODITY FUTURES TRADING COMMISSION**

### **17 CFR Part 39**

**RIN 3038-AF21**

### **Derivatives Clearing Organization Risk Management Regulations To Account for the Treatment of Separate Accounts by Futures Commission Merchants**

**AGENCY:** Commodity Futures Trading Commission.

**ACTION:** Extension of comment period.

**SUMMARY:** On April 14, 2023, the Commodity Futures Trading Commission (Commission or CFTC) published in the **Federal Register** a notice of proposed rulemaking (NPRM) titled Derivatives Clearing Organization Risk Management Regulations To Account for the Treatment of Separate Accounts by Futures Commission Merchants. The comment period for the NPRM closes on June 13, 2023. The Commission is extending the comment period for this NPRM by an additional 17 days.

**DATES:** The comment period for the NPRM titled Derivatives Clearing Organization Risk Management Regulations To Account for the Treatment of Separate Accounts by Futures Commission Merchants, published April 14, 2023 at 88 FR 22934, is extended through June 30, 2023.

**ADDRESSES:** You may submit comments, identified by RIN 3038–AF21, by any of the following methods:

- *CFTC Comments Portal:* <https://comments.cftc.gov>. Select the “Submit Comments” link for this rulemaking and follow the instructions on the Public Comment Form.

- *Mail:* Send to Christopher Kirkpatrick, Secretary of the Commission, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street NW, Washington, DC 20581.

- *Hand Delivery/Courier:* Follow the same instructions as for Mail, above.

Please submit your comments using only one of these methods. Submissions through the CFTC Comments Portal are encouraged.

All comments must be submitted in English, or if not, accompanied by an English translation. Comments will be posted as received to <https://comments.cftc.gov>. You should submit only information that you wish to make available publicly. If you wish the Commission to consider information that you believe is exempt from disclosure under the Freedom of Information Act, a petition for confidential treatment of the exempt information may be submitted according to the procedures established in § 145.9 of the Commission’s regulations.<sup>1</sup> The Commission reserves the right, but shall have no obligation, to review, pre-screen, filter, redact, refuse or remove any or all of your submission from <https://comments.cftc.gov> that it may deem to be inappropriate for publication, such as obscene language.

**FOR FURTHER INFORMATION CONTACT:** Robert B. Wasserman, Chief Counsel, Division of Clearing and Risk, at 202–418–5092 or [rwasserman@cftc.gov](mailto:rwasserman@cftc.gov), or Daniel O’Connell, Special Counsel, Division of Clearing and Risk, at 202–418–5583 or [doconnell@cftc.gov](mailto:doconnell@cftc.gov), at the Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street NW, Washington, DC 20581.

**SUPPLEMENTARY INFORMATION:** On April 14, 2023, the Commission published in the **Federal Register** an NPRM proposing to amend the CFTC’s derivatives clearing organization (DCO) risk management regulations adopted under section 5b of the Commodity Exchange Act to permit futures commission merchants that are clearing members to treat the separate accounts of a single customer as accounts of separate entities for purposes of Commission regulation

§ 39.13(g)(8)(iii).<sup>2</sup> The proposed amendments would add a new paragraph (j) to regulation § 39.13 establishing the conditions under which a DCO may permit such separate account treatment. The comment period for the NPRM closes on June 13, 2023. As requested by a commenter, the Commission is extending the comment period for this NPRM by an additional 17 days.<sup>3</sup> This extension of the comment period will allow interested persons additional time to analyze the proposal and prepare their comments.

Issued in Washington, DC, on June 12, 2023, by the Commission.

**Christopher Kirkpatrick,**  
*Secretary of the Commission.*

**NOTE:** The following appendix will not appear in the Code of Federal Regulations.

**Appendix to Derivatives Clearing Organization Risk Management Regulations To Account for the Treatment of Separate Accounts by Futures Commission Merchants—Commission Voting Summary**

On this matter, Chairman Behnam and Commissioners Johnson, Goldsmith Romero, Mersinger, and Phan voted in the affirmative. No Commissioner voted in the negative.

[FR Doc. 2023–12832 Filed 6–14–23; 8:45 am]

**BILLING CODE 6351–01–P**

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 100**

**[Docket Number USCG–2023–0462]**

**RIN 1625–AA08**

**Special Local Regulation; Back River, Baltimore County, MD**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to establish temporary special local regulations for certain waters of Back River. This action is necessary to provide for the safety of life on these navigable waters located in Baltimore County, MD during a high-speed power boat event on July 15, 2023, (alternate date on July 16, 2023). This proposed

<sup>2</sup> Derivatives Clearing Organization Risk Management Regulations To Account for the Treatment of Separate Accounts by Futures Commission Merchants, 88 FR 22934 (Apr. 14, 2023).

<sup>3</sup> FIA Letter dated June 9, 2023 to Christopher J. Kirkpatrick.

rulemaking would prohibit persons and vessels from being in the regulated area unless authorized by the Captain of the Port, Maryland-National Capital Region or the Coast Guard Event Patrol Commander. We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must be received by the Coast Guard on or before June 30, 2023.

**ADDRESSES:** You may submit comments identified by docket number USCG–2023–0462 using the Federal Decision-Making Portal at <https://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 proposed rulemaking, call or email LCDR Samuel M. Danus, U.S. Coast Guard Sector Maryland-National Capital Region; telephone 410–576–2519, email [MDNCRMarineEvents@uscg.mil](mailto:MDNCRMarineEvents@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
COTP Captain of the Port  
DHS Department of Homeland Security  
FR Federal Register  
NPRM Notice of proposed rulemaking  
PATCOM Patrol Commander  
§ Section  
U.S.C. United States Code

**II. Background, Purpose, and Legal Basis**

Tiki Lee’s Dock Bar of Sparrows Point, MD, notified the Coast Guard that they will be conducting the 2023 Tiki Lee’s Shootout on the River from 9 a.m. to 5 p.m. on July 15, 2023. The individually-timed power boat speed runs event consists of approximately 40 participants competing on a designated, marked linear course located on Back River between Porter Point to the south and Stansbury Point to the north. The event is being staged out of Tiki Lee’s Dock Bar, 4309 Shore Road, Sparrows Point, in Baltimore County, MD. In the event of inclement weather on July 15, 2023, the event will be conducted from 9 a.m. to 5 p.m. on July 16, 2023. Hazards from the high-speed power boat event include participants operating within and adjacent to the designated navigation channel and interfering with vessels intending to operate within that channel, as well as operating within approaches to local marinas and boat facilities and waterfront residential communities. The COTP Maryland-National Capital Region has determined that potential hazards associated with

<sup>1</sup> 17 CFR 145.9.