

PUBLIC AND INDIAN HOUSING RECIPIENTS OF FINAL FUNDING DECISIONS—Continued

Region	Funding recipient (name and address)	PHA	Project	Amount approved	Statute or regulation
03	Lincoln Park Resident Council, Ms. Cynthia Marley, 1135 LaSalle Ave., Hampton, VA 23669.	Hampton H.A.	Lincoln Park	45,000	
04	Branch Heights Homebuyer Assoc., Ms. Shirley D. Winn, P.O. Box 781, Eutaw, AL	Green County, Ala. H.A.	Branch Heights	100,000	Section 122 of the Housing Community Development (HCD) Act of 1987.
04	Horton Gardens RA, Mr. Perry Benton, 684 Bluff Road, #1, Memphis, TN 38127.	Memphis H.A.	Horton Gardens	76,500	
04	Tenants on the Move	Greenville H.A.	Charmlee	15,000	
04	Dade County Overall TAC, Inc., Ms. Helen Whack, 6302 NW 14th Street, Miami, FL 33147.	Metro-Dade County H.A.	Consortium (4 sites)	78,200	
04	Residents Council of Mobile, Ms. Meiba Jones, 602-A Thomas Ave., Mobile, AL 36610.	Mobile H.A.	Consortium	59,200	
04	Central Park Village RMC, Ms. Sheila Palmore, 1514 Union Street, Tampa, FL 33607.	Tampa H.A.	Central Park Village	45,500	Section 122 of the Housing Community Development (HCD) Act of 1987.
04	Resident Advisory Council, Ms. Annie Faye Jones, 3020 Clanton Road, Charlotte, NC 28208.	Charlotte H.A.	Dalton Village	100,000	
04	SDRHA Resident Council, Ms. Hattie Davis, 2824 Elliott Drive, Greenville, MS 38704.	South Delta Regional H.A.	Consortium (11 projects)	62,600	
04	Tenant Advisory Council, Mr. Lewis Robinson, 1223 Board St., Jacksonville, FL 32202.	Jacksonville H.A.	Consortium	100,000	
04	Carver Homes Tenant Council, Ms. Louise Watley, 1559 Wilcox St., S.W., Atlanta, GA 30312.	Atlanta H.A.	Carver Homes	78,000	
04	Jesse Jackson Townhouse TA, Mr. Jasper S. Sweeney, 50 Ramsey Court #9C, Greenville, NC 29607.	Greenville H.A.	Jesse Jackson	71,000	Section 122 of the Housing Community Development (HCD) Act of 1987.
05	4414 B. Cottage Grove RMC, Ms. Ann Swann, 4414 S. Cottage Grove, Chicago, IL 60653.	Chicago H.A.	Cottage Grove	20,500	
05	706 E. 39th Street, Ms. Patricia Perry, 706 E. 39th Street, Chicago, IL 60653.	Chicago H.A.	Clarence Darrow Homes	18,800	
05	Burch Village/Dunbar Court RC, Ms. Annie Newbean, 34 Burch Village, Champaign, IL 61820.	Champaign H.A.	Burch Village/Dunbar Ct.	62,500	
05	Wentworth RMC, Ms. Hallie Amey, 3752 S. Wells Street, Chicago, IL 60609.	Chicago H.A.	Wentworth	35,000	
07	West Bluff Tenant Assoc., Mrs. Dorothy Marley, 1223 West Bluff, Kansas City, MO.	Kansas City, MO H.A.	West Bluff	77,000	
09	City-Wide Resident Management, Ms. Angela Andradi, Chairperson, Marcos De Niza RC, 314-H West Cocopah #706, Phoenix, Arizona 85003.	Phoenix H.A.	Consortium	47,500	Section 122 of the Housing Community Development (HCD) Act of 1987.
09	Marin City Tenants Council, Ms. Ocita Teal, 103 Drake Avenue, Marin City, CA 94965.	Marin City	Consortium	66,400	
09	Normont Terrace Coord. Cmte, Ms. Janet Dobbins, 1078 W. 256th St., #85, Harbor City, CA 90710.	City of Los Angeles H.A.	Normont Terrace	88,600	
09	Pico Aliso RAC, Mr. Breavon McDuffie, 535 S. Glass Street, Los Angeles, CA 90033.	City of Los Angeles H.A.	Consortium	53,857	
10	Parkview Resident Council, Mr. Daniel Esparza, 801 Karluk, #216, Anchorage, AK 99523.	Anchorage State H.A.	Park View Manor	59,500	
10	Salishan Alliance for CS, Ms. Beverly Johnson, 1720 East 44th Street, Tacoma, WA 98404.	Tacoma H.A.	Salishan	49,000	

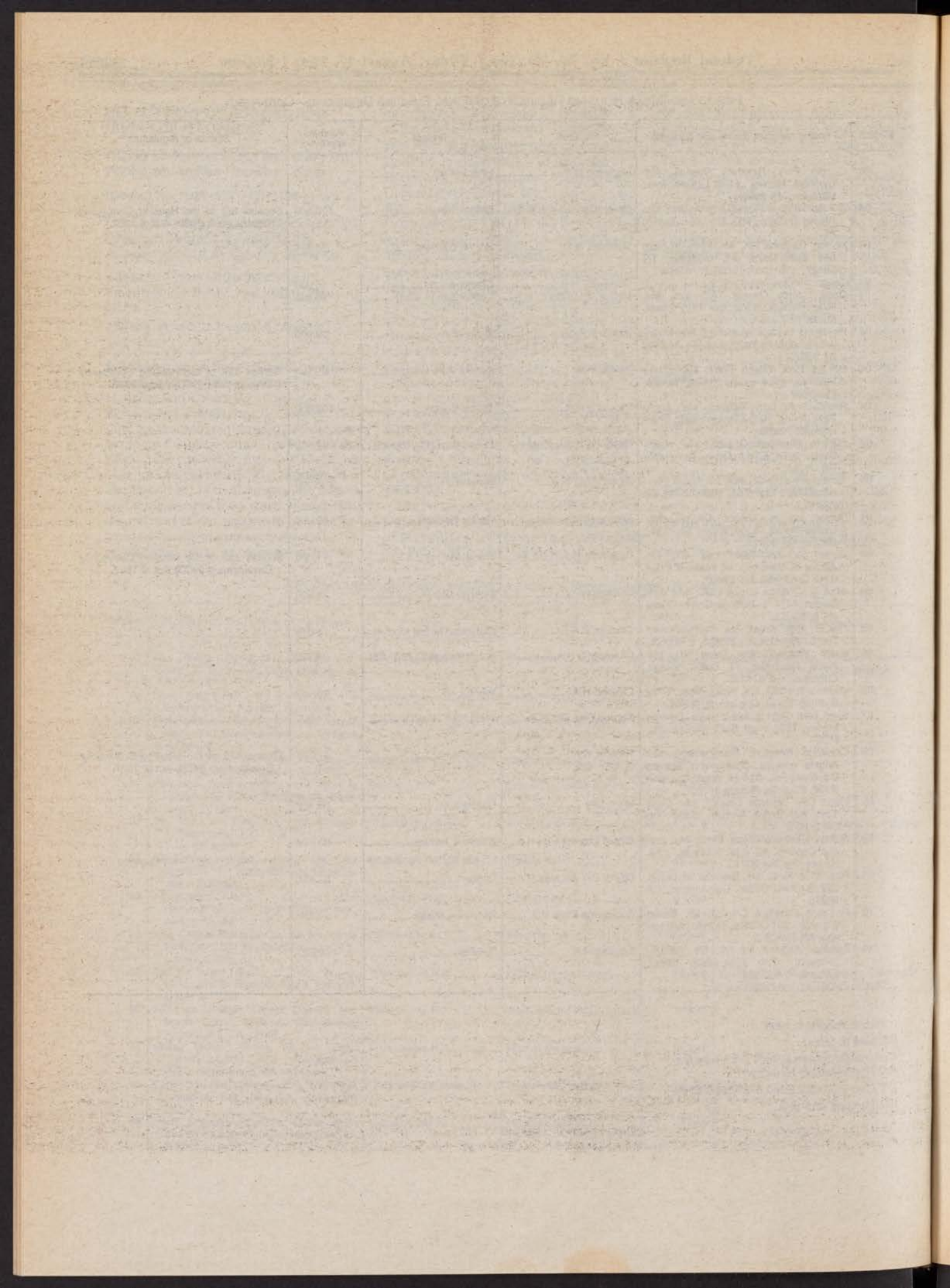
Dated: August 8, 1990.

Michael B. Janis,

General Deputy Assistant Secretary for
Public and Indian Housing.

[FR Doc. 90-19352 Filed 8-16-90; 8:45 am]

BILLING CODE 4210-33-M



FRIDAY AUGUST 17, 1990

Friday
August 17, 1990

Part III

Department of Transportation

Coast Guard

33 CFR Parts 127 and 154

46 CFR Part 25 et al.

**Incorporation and Adoption of Industry
Standards; Notice of Proposed
Rulemaking**

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Parts 127 and 154**

46 CFR Parts 25, 32, 34, 50, 52, 53, 54, 55, 56, 57, 58, 59, 71, 76, 91, 92, 95, 107, 108, 150, 153, 162, 163, 169, 170, 174, 182, 189, 190, and 193

[CGD 88-032]

RIN 2115-AD05

Incorporation and Adoption of Industry Standards

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to amend its regulations to adopt industry standards and specifications. These changes will eliminate the submission of technical information for affected components and reduce the overall cost and burden in staff hours and paperwork for both industry and the government, while providing a better method for ensuring that the affected components comply with Coast Guard regulations.

DATES: Comments must be received on or before October 1, 1990.

ADDRESSES: Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD 88-032), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. Comments may also be delivered to and will be available for examination or copying between 8 a.m. and 3 p.m., Monday through Friday, except holidays, at the Marine Safety Council, room 3406, at the above address. The telephone number is (202) 267-1477.

Persons desiring to comment on the paperwork reduction aspects of this rulemaking should submit their comments to the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB), 725 17th Street NW., Washington, DC 20503, Attn: Desk Officer, U.S. Coast Guard.

FOR FURTHER INFORMATION CONTACT: Mr. Stephen R. Irvin, Office of Marine Safety, Security, and Environmental Protection, (202) 267-2206.

SUPPLEMENTARY INFORMATION: The public is invited to participate in this proposed rulemaking by submitting written views, data, or arguments. Persons submitting comments should include their name and address, identify this notice (CGD 88-032) and the specific section of the proposal to which each comment applies, and give the reasons for the comment. If acknowledgment of receipt of a comment is desired, a stamped, self-

addressed postcard or envelope should be enclosed.

All comments received before the expiration of the comment period will be considered before final action is taken on this proposal. The proposal may be changed in view of the comments received. No public hearing is planned, but one may be held at a time and place to be set in a later notice in the *Federal Register* if requested in writing and it is determined that the opportunity to make oral presentations will aid the rulemaking process.

Drafting Information

The principal persons involved in drafting this document are Mr. Stephen R. Irvin, Project Manager, and Lieutenant Commander Don M. Wrye, Project Attorney, Office of Chief Counsel.

Background

This rulemaking proposes to incorporate industry developed standards by reference. Since 1968 the Marine Safety Program has adopted over 250 industry consensus standards into the regulations. This action has lessened the regulatory burden on industry as well as saved many pages of regulations.

The Coast Guard has taken a very proactive stance in promoting incorporation of industry standards in the spirit of OMB's Circular 119, "Federal Participation in the Development and Use of Voluntary Standards." The National Shipbuilding Research Program, with the full concurrence of senior shipbuilding, ship operating, and government officials, recognized that a body of national shipbuilding standards are essential for the U.S. industry to be competitive. Through such bodies as the Society of Naval Architects and Marine Engineers' standards development panel (SP-6) and the American Society for Testing and Materials (ASTM) Shipbuilding Committee (F-25), much progress has been made to eliminate separate federal specifications for construction and testing of components, and adopt industry consensus standards that achieve the same level of safety.

This process has mutual benefit for both industry and government. Government costs are reduced in the areas of people intensive activities needed to review and approve equipment and the time expended by field inspectors to verify compliance with the standards. Industry no longer needs to submit plans to the government for review. Standards save money by providing design repetitiveness, streamlining bid preparation and

response, and enlarge the sales base since the product specifications are common throughout the industry. This rulemaking will also adopt international standards, allowing the U.S. to be more competitive in the world market.

This rulemaking proposes to incorporate those standards considered suitable for inclusion into the regulations regarding the following four basic categories. First, the ASTM Committee F-25 has developed additional standards for equipment and piping system components. Second, the Society of Automotive Engineers (SAE) and Underwriters Laboratories (UL) have recently developed standards for gasoline engine backfire flame arresters. Thirdly, the Boiler and Pressure Vessel Code published by the American Society of Mechanical Engineers (ASME) contains certain requirements for safety relief valves and provisions for independent third party certification through the National Board of Boiler and Pressure Vessel Inspectors. Lastly, ASTM F-25 has also developed standards for watertight door assemblies and controls. The regulations proposed in this rulemaking will have no effect on installations and equipment already accepted by Coast Guard marine inspectors and maintained in good and serviceable condition. However, when a piece of equipment, system component, or whole system is replaced, the regulations proposed in this rulemaking, if adopted, as well as other regulations promulgated after the original date of acceptance which relates to the equipment or system would be applicable to the replacement.

Incorporation of these standards demonstrates compliance with Circular A-119 of the Office of Management and Budget (OMB) which requires the Coast Guard's participation in the development and use of voluntary standards. Incorporation of these standards will also permit the elimination of the equipment certification burden that is currently imposed on manufacturers by 46 CFR subparts 162.016, 162.041, 162.042, and 162.043 and elimination of the sliding watertight door plan approval and shop inspection requirements of 46 CFR 163.001. The existing certificates approving equipment now in use could continue to be used until the expiration of those certificates. This will provide manufacturers sufficient time to self-certify their equipment to the standards that are being proposed for incorporation in this rulemaking, if adopted. Additionally, it is anticipated that all equipment currently certified under 46 CFR subparts 162.016, 162.041

or 162.042 will qualify to the applicable replacement standard and can be marked in accordance with the standard. There is no record of a certificate ever being issued under 46 CFR 162.043, thus, provisions for certification are considered unnecessary, and any request for acceptance can be considered under the provisions of 46 CFR 58.10-5.

Certain key elements must be included in a standard before it will be incorporated by reference. These elements include: Acceptable materials of construction, adequate design criteria, quality assurance during fabrication, final product testing, manufacturer's certification, and product marking to indicate conformance to the standard. Members of standards developing committees are strongly encouraged to include these criteria in their standards, thereby enabling them to be incorporated by reference into these regulations. Interested persons are encouraged to continue to suggest standards for incorporation into these regulations.

The standards being proposed for incorporation by this rulemaking are:

	Title
ASTM No.:	
F-1121-88.....	Standard Specification for International Shore Connections for Marine Applications.
F-1122-88.....	Standard Specification for Quick Disconnect Couplings.
F-1196-88.....	Standard Specification for Sliding Watertight Door Assemblies.
F-1197-88.....	Standard Specification for Sliding Watertight Door Control Systems.
F-1271-89.....	Standard Specification for Spill Valves for Use in Marine Tank Liquid Overpressure Protection Applications.
F-1273-89.....	Standard Specification for Tank Vent Flame Arresters.
SAE No.:	
J-1928-89.....	Devices Providing Backfire Flame Control for Gasoline Engines in Marine Applications.
J-1942-89.....	Hose and Hose Assemblies for Marine Applications.
UL No.:	
1111-88.....	Marine Carburetor Flame Arresters.

Discussion of Regulations Proposed for Title 33, CFR

A new § 127.003 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections in the regulations affected.

Subpart 127.611 will be revised to incorporate ASTM F-1121 for international shore connections. This standard was developed with Coast Guard input, based on the requirements

presently contained in 46 CFR 162.034, and as written is a complete replacement for those requirements.

Paragraph (d)(3) of § 154.500 will be revised to incorporate ASTM F-1122, developed to standardize a commonly used quick-disconnect coupling.

Discussion of Regulations Proposed for Title 46, CFR

Section 25.01-3 "Incorporation by reference" will be amended, adding the titles of standards incorporated, the effective date of each standard, and the sections in part 25 affected.

Paragraph (c) of § 25.35-1 will be revised to indicate that, in addition to flame arresting devices bearing basic Approval No. 162.015, continued use of in-service backfire flame arresters bearing basic Approval No. 162.041 and engine air and fuel induction systems bearing basic Approval No. 162.042 is acceptable if they are serviceable and in good condition. This change is consistent with the proposed incorporation in subpart 58.10 of this chapter of SAE J-1923 and UL 1111 to replace subpart 162.041 and the proposed incorporation of SAE J-1928 to replace subpart 162.042. Therefore, this paragraph will also be revised to refer to subpart 58.10, in lieu of "this section," for the requirements applicable to new installations or replacements. Paragraph (d) will be deleted since the current provisions will be revised and incorporated into paragraph (c). Paragraph (e) will be deleted since the requirements for new installations and replacements are contained in subpart 58.10, the requirements of which need not be repeated, and paragraph (c) will appropriately refer to subpart 58.10 for the requirements.

A new § 32.01 "Incorporation by reference" will be added, giving the titles of standards developed by industry consensus, the effective date of each standard, and the sections affected in part 32.

Section 32.20-10 will be revised to incorporate ASTM F-1273-89. Flame arrestors constructed to this standard will satisfy the current requirements of subpart 162.016 of this chapter and those of International Maritime Organization's (IMO) Maritime Safety Committee (MSC) Circular 373/Rev. 1.

A new § 34.01-15 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections in part 34 affected.

Paragraph (d) of § 34.10-15 will be revised to incorporate ASTM F-1121 for international shore connections, removing the reference to subpart 162.034.

Subpart 50.15 will be deleted in its entirety. All specifications, standards, and codes previously adopted are being incorporated by reference into the individual parts. As a result, this general discussion subpart is not necessary.

Subpart 52.01 will be amended by deleting the note immediately before § 52.01-1 because § 50.15-5 cited therein will be deleted. Section 52.01-1 will be redesignated as § 52.01-2, and a new § 52.01-1 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 52 affected.

Subpart 53.01 will be amended by deleting the note immediately before § 53.01-1 because § 50.15-5 cited therein will be deleted. Section 53.01-1 will be re-numbered as § 53.01-3, and a new § 53.01-1 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 53 affected.

Subpart 54.01 will be amended by deleting the note before § 54.01-1 because §§ 50.15-5 and 50.15-20 cited therein will be deleted, redesignating §§ 54.01-1 and 54.01-2 as §§ 54.01-2 and 54.01-3, respectively, and adding a new § 54.01-1 "Incorporation by reference", giving the titles of standards incorporated, the effective date of each standard, and the sections in part 54 affected.

This section heading and paragraph (a) of § 54.15-1 will be amended to refer to UG-136 in lieu of UG-134 since the requirements for protective devices in division 1 of section VIII of the ASME Code are contained in UG-125 through UG-136.

Paragraph (a) of § 54.15-5 will be amended to refer to UG-136 in lieu of UG-134.

Paragraph (e) of § 54.15-10 will be amended to refer to UG-135 in lieu of UG-134.

Subpart 55.01 will be amended by deleting the note before § 55.01-1 because § 50.15-5 cited therein will be deleted. Section 55.01-1 will be redesignated as § 55.01-3, and a new § 55.01-1 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 55 affected.

Subpart 56.01 will be amended by deleting the note before § 56.01-1 because § 50.15-5-5 cited therein will be deleted.

Paragraph (b) of § 56.01-2, "Incorporation by reference", will be revised by adding additional titles of standards incorporated, the effective

date of each standard, and the sections in part 56 affected.

Section 56.60-25 will be amended by removing Table 56.60-25(c) and revising paragraph (c) to adopt Society of Automotive Engineers (SAE) standard J-1942 for hose and hose assemblies.

Subpart 57.02 will be amended by redesignating §§ 57.02-1 through 57.02-4 as §§ 57.02-2 through 57.02-5, respectively, and adding a new § 57.02-1 "Incorporation by reference," giving the titles of standards incorporated, the effective date of each standard, and the sections of part 57 affected.

A new § 58.03 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 58 affected.

Paragraph (b)(2) of § 58.10-5 will be revised to indicate that in addition to flame arresting devices bearing basic Approval No. 162.015, continued use of in-service backfire flame arresters bearing basic Approval No. 162.041 and engine air and fuel induction systems bearing basic Approval No. 162.042 are acceptable if they are serviceable and in good condition. Paragraph (b)(3)(i) will be revised to require that backfire flame arresters be in accordance with either SAE J-1928 or UL 1111 in lieu of subpart 162.041. Paragraph (b)(3)(ii) will be revised to require that an engine air and fuel induction system be a reed valve assembly or be constructed in accordance with SAE J-1928. Reed valve assemblies have performed outstandingly as flame arresting devices and no further qualification is deemed necessary. The language in paragraph (b)(3)(iii) is repeated without change. Paragraph (b)(3)(iv) for an integrated engine-vessel design will be deleted. Provisions for certification are considered unnecessary since there is no record of a certificate ever being issued under 46 CFR 162.043, and any request for acceptance can be considered under the provisions of paragraph (b)(3)(iii).

Subpart 59.01 will be amended by adding a new § 59.01-2 "Incorporation by reference," giving the titles of standards incorporated, the effective date of each standard, and the sections of part 59 affected.

Section 71.65-5 will be revised to delete the requirement for submission of details of sliding watertight doors and operating gear for approval, but will retain the requirement for review of plans and details for hinged watertight doors and operating systems.

A new § 76.01-2 "Incorporation by reference" will be added, giving the titles of standards incorporated, the

effective date of each standard, and the sections of part 76 affected.

Paragraph (c) of § 76.10-10 will be revised to incorporate ASTM F-1121 for international shore connections.

Section 91.55-5 will be revised to delete the requirement for submission of details of sliding watertight doors and operating gear for approval, but will retain the requirement for review of plans and details for hinged watertight doors and operating systems.

A new § 92.01-2 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 92 affected.

Paragraph (a) of § 92.01-13 will be revised to incorporate ASTM F-1196 and F-1197 for the construction and controls of sliding watertight door assemblies. Supplemental Requirements Nos. S1 and S3 of ASTM F-1196 and Supplemental Requirements Nos. S1 through S4 of ASTM F-1197 must be invoked to provide assemblies that comply with all the requirements for previously approved door assemblies. Previously approved designs and plans for watertight door assemblies may continue to be used so long as the assemblies are in compliance with Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196.

A new § 95.01-2 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 95 affected.

Paragraph (a) of § 95.10-10 will be revised to incorporate ASTM F-1121 for international shore connections.

Section 107.305 will be revised to delete the requirement for submission of details of sliding watertight doors and operating gear for approval, but will retain the requirement for review of plans and details for hinged watertight doors and operating systems.

Paragraph (b) of § 108.101 will be revised to incorporate ASTM F-1121 for international shore connections.

Paragraph (a) of § 108.427 will be revised to incorporate ASTM F-1121 for international shore connections.

Paragraph (b) of § 150.210 will be revised to amend the listing of standards incorporated by reference by adding ASTM F-1122 and ANSI B16.24 proposed for incorporation by this rulemaking in § 150.480, and by correcting the title for ANSI B16.5.

Paragraph (a)(2) of § 150.480 will be revised to correct the title of ANSI B16.5 and incorporate ANSI B16.24 for bronze flanges. Paragraph (a)(3) will be revised to incorporate ASTM F-1122, developed to standardize a commonly used quick-disconnect coupling.

A new § 153.4 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 153 affected.

Paragraph (b)(1) of § 153.365 will be revised to incorporate ASTM F-1271, eliminating the need for spill valves to be specifically approved.

Paragraph (a)(2) of § 153.940 will be revised to incorporate ANSI B16.24 for bronze flanges and to delete ANSI B16.31 which was a standard for aluminum flanges. Paragraph (a)(3) will be revised to incorporate ASTM F-1122 for quick disconnect couplings.

Section 162.016 will be removed since all of its requirements for tank vent flame arresters have been included in ASTM F-1273, which is proposed for incorporation by this rulemaking.

Section 162.017 will be amended by removing all requirements applying to spill valves since design, construction, performance, and testing are covered under ASTM F-1271, which is proposed for incorporation by this rulemaking.

Section 162.034 will be removed since all of its requirements for international shore connections have been included in ASTM F-1121, which is proposed for incorporation by this rulemaking.

Section 162.041 will be removed since all of its requirements for backfire flame arresters have been included in UL 1111 and SAE J-1928, which are proposed for incorporation by this rulemaking.

Section 162.042 will be removed since all of its requirements for backfire flame control devices for engine air and fuel induction systems have been included in SAE J-1928, which is proposed for incorporation by this rulemaking.

Section 162.043 will be removed as unnecessary. There is no history of it ever being used to certify an integrated engine-vessel design for backfire flame control.

Section 163.001 will be removed since all of its requirements for sliding watertight doors have been included in ASTM F-1196 and ASTM F-1197, which are proposed for incorporation by this rulemaking.

Paragraph (c) of § 169.611 will be revised to indicate that, in addition to flame arresting devices bearing basic Approval No. 162.015, in-service backfire flame arresters bearing basic Approval No. 162.041 and engine air and fuel induction systems bearing basic Approval No. 162.042 may continue to be used if they are serviceable and in good condition. This change is consistent with the proposed incorporation in subpart 58.10 of this chapter of SAE J-1928 and UL 1111 to replace subpart 162.041 and the

proposed incorporation of SAE J-1928 to replace subpart 162.042. This paragraph will also be revised to refer to subpart 58.10, in lieu of "this section," for the requirements applicable to new installations or replacements. Paragraph (d) will be deleted since § 162.043, to which it refers, will be removed by this rulemaking as discussed above.

Paragraph (c) of § 170.270 will be revised to incorporate ASTM F-1196 and F-1197 for the construction and controls of sliding watertight door assemblies. Supplemental Requirements Nos. S1 and S3 of ASTM F-1196 and Supplemental Requirements Nos. S1 through S4 of ASTM F-1197 must be invoked to provide assemblies that comply with all of the requirements for previously approved door assemblies.

A new § 174.007 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 174 affected.

Paragraph (e) of § 174.100 will be revised to incorporate ASTM F-1196 and F-1197 for the construction and controls of sliding watertight door assemblies. Supplemental Requirements Nos. S1 and S3 of ASTM F-1196 and Supplemental Requirements Nos. S1 through S4 of ASTM F-1197 must be invoked to provide assemblies that comply with all of the requirements for previously approved door assemblies. Previously approved designs and plans for watertight door assemblies may continue to be used so long as the assemblies are in compliance with Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196.

A new § 182.01-10 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 182 affected.

Paragraph (b) of § 182.15-7 will be revised to indicate that, in addition to flame arresting devices bearing basic Approval No. 162.015, continued use of in service backfire flame arresters bearing basic Approval No. 162.041 and engine air and fuel induction systems bearing basic Approval No. 162.042 is acceptable if they are serviceable and in good condition. This change is consistent with the proposed incorporation in subpart 58.10 of this chapter of SAE J-1928 and UL 1111 to replace subpart 162.041 and the proposed incorporation of SAE J-1928 to replace subpart 162.042. This paragraph will also be revised to refer to subpart 58.10, in lieu of "this section," for the requirements applicable to new installations or replacements. Paragraph (c) will be deleted since the requirements for new installations and

replacements are contained in subpart 58.10, and paragraph (b) will appropriately refer to subpart 58.10.

Section 189.55-5 will be revised to delete the requirement for submission of details of sliding watertight doors and operating gear for approval, but will retain the requirement for review of plans and details for hinged watertight doors and operating systems.

A new § 190.01-3 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 190 affected.

Paragraph (a) of § 190.01-13 will be revised to incorporate ASTM F-1196 and F-1197 for the construction and controls of sliding watertight door assemblies. Supplemental Requirements Nos. S1 and S3 of ASTM F-1196 and Supplemental Requirements Nos. S1 through S4 of ASTM F-1197 must be invoked to provide assemblies that comply with all of the requirements for previously approved door assemblies. Previously approved designs and plans for watertight door assemblies may continue to be used so long as the assemblies are in compliance with Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196.

A new § 193.01-3 "Incorporation by reference" will be added, giving the titles of standards incorporated, the effective date of each standard, and the sections of part 193 affected.

Paragraph (c) of § 193.10-10 will be revised to incorporate ASTM F-1121 for international shore connections.

Regulatory Evaluation

The Coast Guard considers the proposed regulations to be non-major under Executive Order 12291 and non-significant under Department of Transportation (DOT) regulatory policies and procedures (44 FR 11034; February 26, 1979). These regulations will result in overall savings for industry and the Coast Guard. While industry may incur some short-term retooling costs to change from approval numbers to industry standard markings, these costs should be offset in the long term by the savings realized from reduced administrative costs and industry standardization. Though savings for industry and the Coast Guard are expected, they cannot be determined because they will be dependent on the level of construction for various vessel types. Therefore, the economic impact of these regulations has been found to be so minimal that further evaluation is unnecessary. Since the impact of this rulemaking is minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601

through 612) that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

Paperwork Reduction Act

Information collection requirements contained in the existing regulations affected by this rulemaking have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et. seq.) and have been assigned OMB control numbers 2115-0108 and 2115-0525. This rulemaking proposes the deletion of 46 CFR 162.016, 162.034, 162.041 through 162.043, and 163.001 which will delete many of the information collection requirements covered by OMB control numbers 2115-0108 and 2115-0525. This rulemaking proposes no new or additional information collection or recordkeeping requirements. Persons desiring to comment on the paperwork reduction aspects of this rulemaking should submit their comments to OMB as indicated under "Addresses."

Environmental Assessment

The Coast Guard has considered the environmental impact of this rulemaking and concluded that, under section 2.B.2. of Commandant Instruction M16475.1B, these proposed regulations are categorically excluded from further environmental documentation. The proposed regulations revise existing regulations to clarify technical requirements, correct errors, and substitute industry standards for existing regulatory requirements.

Federalism

The Coast Guard has analyzed this proposal in accordance with the principles and criteria contained in Executive Order 12612 and has determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Incorporation By Reference

Approval of the Director of the Federal Register to incorporate by reference the following documents will be requested before the final rule is published. Copies of these documents are available as follows:

ASTM Specifications F-1121-88, F-1122-88, F-1196-88, F-1197-88, F-1271-89, and F-1273-89 are available from the American Society for Testing and Materials, 1916 Race St., Philadelphia, PA 19103.

SAE Standards J-1928 and J-1942 are available from the Society of

Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096.

UL Standard 1111 is available from the Underwriters' Laboratories, Inc., 12 Laboratory Drive, Research Triangle Park, NC 27709.

These documents are also available for inspection at the Office of Marine Safety, Security, and Environmental Protection, (G-MTH-2) room 1218, U.S. Coast Guard, 2100 Second St. SW., Washington, DC 20593-0001.

List of Subjects

33 CFR Part 127

Harbors, Hazardous substances, Incorporation by reference, Reporting and recordkeeping requirements.

33 CFR Part 154

Incorporation by reference, Oil pollution, Reporting and recordkeeping requirements, Vapor control.

46 CFR Part 25

Fire prevention, Incorporation by reference, Marine safety.

46 CFR Part 32

Cargo vessels, Fire prevention, Incorporation by reference, Marine safety, Navigation (water), Occupational safety and health, Seamen, Vapor control.

46 CFR Part 34

Cargo vessels, Fire prevention, Incorporation by reference, Marine safety.

46 CFR Parts 52, 53, and 54

Incorporation by reference, Reporting and recordkeeping requirements, Vessels.

46 CFR Part 55

Incorporation by reference, Nuclear vessels, Reporting and recordkeeping requirements.

46 CFR Parts 56, 57, 58, and 59

Incorporation by reference, Reporting and recordkeeping requirements, Vessels.

46 CFR Part 71

Incorporation by reference, Marine safety, Passenger vessels, Reporting and recordkeeping requirements.

46 CFR Part 76

Fire prevention, Incorporation by reference, Marine safety.

46 CFR Part 91

Cargo vessels, Incorporation by reference, Marine safety, Reporting and recordkeeping requirements.

46 CFR Part 92

Cargo vessels, Fire prevention, Incorporation by reference, Marine safety, Occupational safety and health, Seamen.

46 CFR Part 95

Cargo vessels, Incorporation by reference, Marine safety.

46 CFR Part 107

Incorporation by reference, Marine safety, Oil and gas exploration, Reporting and recordkeeping requirements, Vessels.

46 CFR Part 108

Fire prevention, Incorporation by reference, Marine safety, Occupational safety and health, Oil and gas exploration, Vessels.

46 CFR Part 150

Hazardous materials transportation, Incorporation by reference, Marine safety, Reporting and recordkeeping requirements.

46 CFR Part 153

Cargo vessels, Hazardous materials transportation, Incorporation by reference, Marine safety, Reporting and recordkeeping requirements.

46 CFR Part 162

Fire prevention, Marine safety, Oil pollution, Reporting and recordkeeping requirements.

46 CFR Part 163

Marine safety.

46 CFR Part 169

Fire prevention, Incorporation by reference, Marine safety, Reporting and recordkeeping requirements, Schools, Vessels.

46 CFR Part 170 and 174

Incorporation by reference, Marine safety, Reporting and recordkeeping requirements, Vessels.

46 CFR Part 182

Incorporation by reference, Marine safety, Passenger vessels.

46 CFR Part 189

Incorporation by reference, Marine safety, Oceanographic research vessels, Reporting and recordkeeping requirements.

46 CFR Part 190

Fire prevention, Incorporation by reference, Marine safety.

46 CFR Part 193

Incorporation by reference, Marine safety, Oceanographic research vessels.

In consideration of the foregoing, it is proposed to amend chapter I of title 33, Code of Federal Regulations, parts 127 and 154, and chapter I of title 46, Code of Federal Regulations, parts 25, 32, 34, 50, 52, 53, 54, 55, 56, 57, 58, 59, 71, 76, 91, 92, 95, 107, 108, 150, 153, 162, 163, 169, 170, 174, 182, 189, 190, and 193 as set forth below.

TITLE 33—[AMENDED]

PART 127—[AMENDED]

1. The authority citation for part 127 is revised to read as follows:

Authority: 33 U.S.C. 1231; 49 CFR 1.46.

2. Section 127.003 is revised to read as follows:

§ 127.003 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH), 2100 Second Street SW., Washington, DC, 20593-0001 and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

<i>American Society for Testing and Materials (ASTM)</i> , 1916 Race Street, Philadelphia, PA 19103:	
ASTM F-1121, International Shore Connections for Marine Applications, 1989.....	§ 127.611
<i>National Fire Protection Association (NFPA)</i> , Batterymarch Park, Quincy, MA 02269:	
NFPA 10, Portable Fire Extinguishers, 1984.....	§ 127.603
NFPA 51B, Fire Prevention in Use of Cutting and Welding Processes, 1984.....	§ 127.405
NFPA 59A, Production, Storage, and Handling of Liquefied Natural Gas (LNG), 1985.....	§ 127.101; § 127.201; § 127.405; § 127.603
NFPA 70, National Electrical Code, 1987.....	§ 127.107; § 127.201

NFPA 251, Fire Tests of Building Construction and Materials, 1985..... § 127.005

3. Section 127.611 is revised to read as follows:

§ 127.611 International shore connection.

The marine transfer area must have an international shore connection that is in accordance with ASTM F-1121, a 2½ inch fire hydrant, and 2½ inch fire hose of sufficient length to connect the fire hydrant to the international shore connection on the vessel.

PART 154—[AMENDED]

4. The authority citation for part 154 continues to read as follows:

Authority: 33 U.S.C. 1231, 1321(j)(1)(c); sec. 2, E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., p. 793; 49 CFR 1.48.

5. Section 154.106 is amended by revising paragraph (b) to read as follows:

§ 154.106 Incorporation by reference.

* * *

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Petroleum Institute (API), 2101 L Street NW., Washington, DC 20037:
API Standard 2000, Venting Atmospheric and Low-Pressure Storage Tanks (Nonrefrigerated and Refrigerated), Third Edition, January 1982 (reaffirmed December 1987)..... § 154.814
API Recommended Practice 550, Manual on Installation of Refinery Instruments and Control Systems, part II—Process Stream Analyzers, Section 1—Oxygen Analyzers, Fourth Edition, February 1985..... § 154.824
American National Standards Institute (ANSI), 1430 Broadway, New York, NY 10018:
ANSI B16.5, Steel Pipe Flanges and Flanged Fittings, 1981..... § 154.500;
§ 154.808;
§ 154.810
ANSI B16.24, Brass or Bronze Pipe Flanges, 1979..... § 154.500;
§ 154.808
ANSI B31.3, Chemical Plant and Petroleum Refinery Piping, 1987..... § 154.510;
§ 154.808

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:
ASTM F-1122, Standard Specification for Quick Disconnect Couplings, 1988..... § 154.500
International Electrotechnical Commission (IEC), Bureau Central de la Commission Electrotechnique Internationale, 1 rue de Varembe, Geneva, Switzerland:
IEC 309-1—Plugs, Socket-Outlets and Couplers for Industrial Purposes: Part 1, General Requirements, 1979..... § 154.812
IEC 309-2—Plugs, Socket-Outlets and Couplers for Industrial Purposes: Part 2, Dimensional Interchange Requirements for Pin and Contact-tube Accessories, 1981..... § 154.812
National Electrical Manufacturers Association (NEMA), 2101 L Street, Washington, DC 20036:
ANSI/NEMA WD-6—Wiring Devices, Dimensional Requirements, 1988..... § 154.812
National Fire Protection Association (NFPA), Batterymarch Park, Quincy, MA 02269:
NFPA 70, National Electric Code, 1987..... § 154.735;
§ 154.808;
§ 154.812
Oil Companies International Marine Forum (OCIMF), 6th Floor, Portland House, Stag Place, London SW1E 5BH:
International Safety Guide for Oil Tankers and Terminals, Third Ed., 1988..... § 154.735;
§ 154.810

6. Section 154.500 is amended by revising paragraph (d)(3) to read as follows:

§ 154.500 Hose assemblies.

* * *

(d) * * *

(3) Quick-disconnect couplings that meet ASTM F-1122.

* * *

TITLE 46 [AMENDED]

PART 25—[AMENDED]

7. The authority citation for part 25 is revised to read as follows:

Authority: 46 U.S.C. 3306, 4104, 4302; 49 CFR 1.46.

8. Section 25.01-3 is amended by revising paragraph (b) to read as follows:

§ 25.01-3 Incorporation by reference.

* * *

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Boat and Yacht Council (ABYC), P.O. Box 747, 405 Headquarters Drive, Suite 3, Millersville, MD 21108-0747:
A-1-78, Recommended Practices and Standards Covering the Marine Use of Liquefied Petroleum Gas Systems, December 15, 1978..... § 25.45-2
A-22-78, Recommended Practices and Standards Covering the Marine Use of Compressed Natural Gas Systems, December 15, 1978..... § 25.45-2
National Fire Protection Association (NFPA), Batterymarch Park, Quincy, MA 02260:
NFPA 302-1989, Pleasure and Commercial Motor Craft, Chapter 6, 1989..... § 25.45-2
Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096:
SAE J-1928, Devices Providing Backfire Flame Control for Gasoline Engines in Marine Applications, August 1989..... § 25.35-1
Underwriter's Laboratories (UL), 12 Laboratory Drive, Research Triangle Park, NC 27709:
UL 1111, Marine Carburetor Flame Arrestors, June 1988..... § 25.35-1

9. Section 25.35-1 is amended by revising paragraph (c) and removing paragraphs (d) and (e) to read as follows:

§ 25.35-1 Requirements.

* * *

(c) Installations consisting of backfire flame arresters bearing basic Approval Nos. 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval Nos. 162.015 or 162.042 may be continued in use as long as they are serviceable and in good condition. New installations or replacements must meet applicable requirements of subpart 58.10 of this chapter.

PART 32—[AMENDED]

10. The authority citation for part 32 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58901, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

11. Existing subpart 32.01 is redesignated as subpart 32.02 and §§ 32.01-1, 32.01-5, 32.01-10, and 32.01-15 are redesignated, respectively, as §§ 32.02-1, 32.02-5, 32.02-10, and 32.02-15; new subpart 32.01, consisting of § 32.01-1, is added to read as follows:

Subpart 32.01—General**§ 32.01-1 Incorporation by reference.****Subpart 32.01—General****§ 32.01 Incorporation by reference.**

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the **Federal Register** and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The materials approved for incorporation by reference in this part, and the sections affected are:

American Bureau of Shipping (ABS), 45 Eisenhower Drive, Paramus, NJ 07652:
Rules for Building and Class-
ing Steel Vessels, 1989..... § 32.15-15;
§ 32.60-10;
§ 32.65-40

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:
F-1273, Standard Specifica-
tion for Tank Vent Flame
Arrestors, 1989..... § 32.20-10

12. Section 32.20-10 is revised to read as follows:

§ 32.20-10 Flame arresters—TB/ALL.

Flame arresters must be of a type and size suitable for the purpose intended and meet ASTM F-1273.

PART 34—[AMENDED]

13. The authority citation for part 34 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

14. The heading of subpart 34.01 is revised to read as follows:

Subpart 34.01—General

15. The heading of § 34.01-1 is revised to read as follows:

§ 34.01-1 Applicability—TB/ALL.

16. Section 34.01-15 is added to read as follows:

§ 34.01-15 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the

approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the **Federal Register** and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:
F-1121, Standard Specifica-
tion for International Shore
Connections for Marine Ap-
plications, 1987..... § 34.10-15

17. Section 34.10-15 is amended by revising paragraph (d) to read as follows:

§ 34.10-15 Piping—T/ALL.

(d) Tankships of 500 gross tons and over on an international voyage must be provided with at least one international shore connection which meets ASTM F-1121. Facilities must be available enabling such a connection to be used on either side of the vessel.

PART 50—[AMENDED]

18. The authority citation for Part 50 continues to read as follows:

Authority: 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.45, 1.46;
§ 50.01-20 also issued under the authority of 44 U.S.C. 3507.

PART 52—[AMENDED]

20. The authority citation for part 52 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR 1980 Comp., p. 277; 49 CFR 1.46.

21. Subpart 52.01 is amended by removing the note following the subpart heading, removing paragraph 52.01-1(a)(1), redesignating § 52.01-1 as § 52.01-2, and adding new § 52.01-1 to read as follows:

§ 52.01-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal

Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the **Federal Register** and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society of Mechanical Engineers (ASME), United Engineering Center, 345 East 47th Street, New York, NY 10017:
Boiler and Pressure Vessel
Code, Section I, Power Boilers
(ASME sec. I), July 1989 with
addenda..... § 52.01-2;
§ 52.01-5;
§ 52.01-50;
§ 52.01-90;
§ 52.01-95;
§ 52.01-100;
§ 52.01-105;
§ 52.01-110;
§ 52.01-115;
§ 52.01-120;
§ 52.01-135;
§ 52.01-140;
§ 52.01-145;
§ 52.05-1;
§ 52.05-15;
§ 52.05-20;
§ 52.05-30;
§ 52.05-45;
§ 52.15-1;
§ 52.15-5;
§ 52.20-1;
§ 52.20-17;
§ 52.20-25;
§ 52.25-3;
§ 52.25-5;
§ 52.25-7;
§ 52.25-10

PART 53—[AMENDED]

22. The authority citation for part 53 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

23. Subpart 53.01 is amended by removing the note following the subpart heading, removing paragraph 53.01-1(a)(1), redesignating § 53.01-1 as § 53.01-3 and adding a new § 53.01-1 to read as follows:

§ 53.01-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society of Mechanical Engineers (ASME) United Engineering Center, 345 East 47th Street, New York, NY 10017:

Boiler and Pressure Vessel Code, section IV, Heating Boilers (ASME sec. IV), July 1989 with addenda... § 53.01-5; § 53.01-10; § 53.05-1; § 53.05-3; § 53.05-5; § 53.10-1; § 53.10-3; § 53.10-10; § 53.10-15; § 53.12-1

PART 54—[AMENDED]

24. The authority citation for part 54 continues to read as follows:

Authority: 33 U.S.C. 1509; 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR 1980 Comp., p. 277; 49 CFR 1.46.

25. Subpart 54.01 is amended by removing Notes (1) and (2) preceding § 54.01-1, removing § 54.01-3, redesignating sections 54.01-1 and 54.01-2 as §§ 54.01-2 and 54.01-3, respectively, and adding a new § 54.01-1 to read as follows:

Subpart 54.01—General Requirements

§ 54.01-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine

Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society of Mechanical Engineers (ASME) United Engineering Center, 345 East 47th Street, New York, NY 10017:

Boiler and Pressure Vessel Code, section VIII, Division 1, Pressure Vessels (ASME sec. VIII), July 1989 with addenda... § 54.01-2; § 54.01-5; § 54.01-15; § 54.01-18; § 54.01-25; § 54.01-30; § 54.01-35; § 54.03-1; § 54.03-5; § 54.05-1; § 54.10-1; § 54.10-3; § 54.10-5; § 54.10-10; § 54.10-15; § 54.15-1; § 54.15-5; § 54.15-10; § 54.15-13; § 54.20-1; § 54.20-3; § 54.25-1; § 54.25-3; § 54.25-5; § 54.25-8; § 54.25-10; § 54.25-15; § 54.25-20; § 54.25-25; § 54.30-3; § 54.30-5; § 54.30-10

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:

ASTM A-20, Street Plates for Pressure Vessels, 1980... § 54.25-10
ASTM A-203, Pressure Vessel Plates, Alloy Steel, Nickel, 1980... § 54.05-20
ASTM A-370, Mechanical Testing of Steel Products, 1977... § 54.25-20
ASTM E-23, Notched Bar Impact Testing of Metallic Materials, 1980... § 54.05-5
ASTM E-208, Conducting Drop-Weight Test to Determine Nil-Ductility Transition Temperature of Ferritic Steels, 1969... § 54.05-5

Compressed Gas Association (CGA), 500 Fifth Avenue, New York, NY 10036:

S-1.2, Safety Relief Device Standards—Cargo and Portable Tanks for Compressed Gases, 1979... § 54.15-25
S-1.2.5.2, Flow Test of Safety Relief Valves, 1979... § 54.15-10

Manufacturers Standardization Society (MSS), 127 Park Street NE., Vienna, VA 22180:
SP-25, Standard Marking System for Valves, Fittings, Flanges and Unions, 1978... § 54.01-25

Tubular Exchanger Manufacturer's Association (TEMA), 707 Westchester Avenue, White Plains, NY 10604:
Heat Exchangers, Class "B", "C", or "R", 1978... § 54.01-3

26. Section 54.15-1 is amended by revising the section heading and paragraph (a) to read as follows:

§ 54.15-1 General (modifies UG-125 through UG-136).

(a) All pressure vessels built in accordance with applicable requirements in division 1 of section VIII of the ASME Code must be provided with protective devices as indicated in UG-125 through UG-136 except as noted otherwise in this subpart.

* * * * *

27. Section 54.15-5 is amended by revising paragraph (a) to read as follows:

§ 54.15-5 Protective Devices (modifies UG-125).

(a) All pressure vessels must be provided with protective devices. The protective devices must be in accordance with the requirements of UG-125 through UG-136 of the ASME Code except as modified in this subpart.

* * * * *

PART 55—[AMENDED]

28. The authority citation for part 55 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

29. Subpart 55.01 is amended by removing the note following the subpart heading, removing paragraph 55.01-1(a)(1), redesignating § 55.01-1 as § 55.01-3, and adding a new § 55.01-1 to read as follows:

§ 55.01-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society of Mechanical Engineers (ASME), United Engineering Center, 345 East 47th Street, New York, NY 10017:

Boiler and Pressure Vessel Code, Section III, Division 1, Rules for Construction of Nuclear Power Plant Components (ASME sec. III), July 1989 with addenda... § 55.01-3; § 55.05-1; § 55.10-1; § 55.10-5; § 55.10-20; § 55.10-25; § 55.10-30; § 55.10-35; § 55.10-40; § 55.15-1; § 55.15-3; § 55.15-5; § 55.15-10; § 55.15-15; § 55.20-1; § 55.20-5; § 55.20-10; § 55.20-20; § 55.25-1; § 55.25-10

PART 56—[AMENDED]

30. The authority citation for part 56 continues to read as follows:

Authority: 33 U.S.C. 1321(j), 1509; 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 11735, 38

FR 21243, 3 CFR, 1971-1975 Comp., p. 793; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

31. Paragraph (b) of § 56.01-2 is amended by removing the entry "SAE J-343-80", and adding "SAE J-1942" after the entry "SAE J-1475-84" to read as follows:

§ 56.01-2 Incorporation by reference.

(b) * * *

SAE J-1942, Hose and Hose Assemblies for Marine Applications, 1989..... § 56.60-25

32. Section 56.60-25 is amended by removing Table 56.60-25(c), and revising paragraph (c) to read as follows:

§ 56.60-25 Nonmetallic materials.

(c) *Nonmetallic flexible hose.*

(1) Nonmetallic flexible hose must be in accordance with SAE J-1942 and may be installed only in vital and nonvital fresh and salt water systems, nonvital pneumatic systems, lube oil and fuel systems, and fluid power systems.

(2) Nonmetallic flexible hose may be used in vital fresh and salt water systems at a maximum service pressure of 150 psi. Nonmetallic flexible hose may be used in lengths not exceeding 30 inches where flexibility is required subject to the limitations of paragraphs (a) (1) through (6) of this section. Nonmetallic flexible hose may be used for plastic pipe in duplicate installations in accordance with paragraph (b) of this section.

(3) Nonmetallic flexible hose may be used for plastic pipe in nonvital fresh and salt water systems and nonvital pneumatic systems subject to the limitations of paragraphs (a) (1) through (6) of this section. Unreinforced hoses are limited to a maximum service pressure of 50 psi, reinforced hoses are limited to a maximum service pressure of 150 psi.

(4) Nonmetallic flexible hose may be used in lube oil, fuel oil and fluid power systems only where flexibility is required and in lengths not exceeding 30 inches.

(5) Nonmetallic flexible hose must be complete with factory-assembled end fittings requiring no further adjustment of the fittings on the hose, except that field attachable type fittings may be used. Hose and fittings must comply with SAE J-1475. Field attachable fittings must be installed following the

manufacturer's recommended practice. If special equipment is required, such as crimping machines, it must be of the type and design specified by the manufacturer. A hydrostatic test of each hose assembly must be conducted in accordance with § 56.97-5 of this part.

PART 57—[AMENDED]

33. The authority citation for part 57 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

34. Subpart 57.02 is amended by redesignating §§ 57.02-1 through 57.02-4 as §§ 57.02-2 through 57.02-5, respectively, and adding a new § 57.02-1 to read as follows:

§ 57.02-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society of Mechanical Engineers (ASME), United Engineering Center, 345 East 47th Street, New York, NY 10017:
Boiler and Pressure Vessel Code, section IX, Welding and Brazing Qualifications (ASME sec. IX), July 1989 with addenda § 57.01-1; § 57.02-2; § 57.02-3; § 57.02-4; § 57.03-1; § 57.04-1; § 57.05-1; § 57.06-1; § 57.06-3; § 57.06-4

PART 58—[AMENDED]

35. The authority citation for part 58 continues to read as follows:

Authority: 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

36. Subpart 58.03, consisting of § 58.03-1, is revised to read as follows:

Subpart 58.03—Incorporation of Standards

Sec.

58.03-1 Incorporation by reference.

Subpart 58.03—Incorporation of Standards

§ 58.03-1 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Boat and Yacht Council (ABYC), P.O. Box 747, 405 Headquarters Drive, Suite 3, Millersville, MD 21108:
P-1-73, Safe Installation of Exhaust Systems for Propulsion and Auxiliary Machinery, 1973..... § 58.10-5
American Bureau of Shipping (ABS), 45 Eisenhower Drive, Paramus, NJ 07653:
Rules for Building and Classing Steel Vessels, 1989..... § 58.01-5; § 58.05-1; § 58.10-15; § 58.20-5; § 58.25-5
American National Standards Institute (ANSI), 1430 Broadway, New York, NY 10018:
ANSI B31.3, Chemical Plant and petroleum Refinery Piping, 1987..... § 58.60-7
ANSI B31.5, Refrigeration Piping, 1987..... § 58.20-5; § 58.20-20
ANSI B93.5, Recommended practice for the use of Fire Resistant Fluids for Fluid Power Systems, 1987..... § 58.30-10
American Petroleum Institute (API), 1201 L Street, Washington, DC 20037:

API RP 14C, Analysis, Design, Installation and Testing of Basic Surface Safety Systems on Offshore Production Platforms, 1987	§ 58.60-9
API RP 53, Recommended Practice for Blowout Protection Equipment Systems, 1976	§ 58.60-7
American Society of Mechanical Engineers (ASME), United Engineering Center, 345 East 47th Street, New York, NY 10017:	
Boiler and Pressure Vessel Codes, 1989 with addenda:	
Section I, Power Boilers	§ 58.30-15
Section III, Nuclear Power Plant Components	§ 58.30-15
Section VIII, Pressure Vessels	§ 58.30-15
American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:	
A-193-84a, Specification for Alloy-Steel and Stainless Steel Bolting Materials for High-Temperature Service, 1984	§ 58.30-15
B-122-85, Copper-Nickel-Tin Alloy, Copper-Nickel-Zinc Alloy (Nickel Silver) and Copper-Nickel Alloy Plate, Sheet, Strip and Rolled Bar, 1985	§ 58.50-5
B-127-80a, Nickel-Copper Alloy (UNS No. 4400) Plate, Sheet and Strip, 1980	§ 58.50-2; § 58.50-10
B-152-84, Copper Sheet, Strip, Plate and Rolled Bar, 1984	§ 58.50-5
B-209-83, Aluminum-Alloy Sheet and Plate, 1983	§ 58.50-5; § 58.50-10
D-92-78, Test method for flash and fire points by Cleveland Open Cup, 1978	§ 58.30-10
D-93-80, Flash Point by Pensky-Martens Closed Tester, 1980	§ 58.01-10; § 58.01-15; § 58.30-10
D-323-82, Method of test for vapor pressure of petroleum products (Reid Method), 1982	§ 58.18-5
Military Specifications (MIL-SPEC), Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, PA 19120:	
MIL-S-901, Requirements for High Impact Shock Tests of Shipboard Machinery Equipment and Systems, 1963	§ 58.30-17
National Fire Protection Association (NFPA), Batterymarch Park, Quincy, MA 02269:	
NFPA 302-89, Fire Protection Standard for Pleasure and Commercial Craft, 1989	§ 58.10-5

Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096:	
SAE J-1928, Devices Providing Backfire Flame Control for Gasoline Engines in Marine Applications, 1989	§ 58.10-5
Underwriters Laboratories, Inc. (UL), 12 Laboratory Drive, Research Triangle Park, NC 27709:	
UL 1111, Marine Carburetor Flame Arrestors, 1988	§ 58.10-5

37. Section 58.10-5 is amended by revising paragraphs (b)(2) and (b)(3) to read as follows:

§ 58.10-5 Gasoline engine installations.

(b) * * *

(2) All gasoline engines must be equipped with an acceptable means of backfire flame control. Installations of backfire flame arresters bearing basic Approval Nos. 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval Nos. 162.015 or 162.042 may be continued in use as long as they are serviceable and in good condition. New installations or replacements must meet the applicable requirements of this section.

(3) The following are acceptable means of backfire flame control for gasoline engines:

(i) A backfire flame arrester complying with SAE J-1928 or UL 1111 and marked accordingly. The flame arrester must be suitably secured to the air intake with a flamtight connection.

(ii) An engine air and fuel induction system which provides adequate protection from propagation of backfire flame to the atmosphere equivalent to that provided by an acceptable backfire flame arrester. A gasoline engine utilizing an air and fuel induction system, and operated without an approved backfire flame arrester, must either include a reed valve assembly or be installed in accordance with SAE J-1928.

(iii) An arrangement of the carburetor or engine air induction system that will disperse any flames caused by engine backfire. The flames must be dispersed to the atmosphere outside the vessel in such a manner that the flames will not endanger the vessel, persons on board, or nearby vessels and structures. Flame dispersion may be achieved by attachments to the carburetor or location of the engine air induction system. All attachments must be of metallic construction with flamtight connections and firmly secured to

withstand vibration, shock, and engine backfire. Such installations do not require formal approval and labeling but must comply with this subpart.

PART 59—[AMENDED]

38. The authority citation for part 59 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

39. Section 59.01-2 is added to read as follows:

§ 59.01-2 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the **Federal Register** and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street, NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW, Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

<i>American Society of Mechanical Engineers (ASME), United Engineering Center, 345 East 47th Street, New York, NY 10017:</i>	
Boiler and Pressure Vessel (B&PV) Code Section I, Power Boilers (ASME sec. I), July 1989 with addenda	§ 59.10-5
Boiler and Pressure Vessel Code Section VII, Recommended Guidelines for the Care of Power Boilers (ASME sec. VII), July 1989 with addenda	§ 59.01-5
Boiler and Pressure Vessel Code Section VIII, Division 1, Pressure Vessels (ASME sec. VIII), July 1989 with addenda	§ 59.10-5; § 59.10-10
Boiler and Pressure Vessel Code Section IX, Welding and Brazing qualifications (ASME sec. IX), July 1989 with addenda	§ 59.10-5

PART 71—[AMENDED]

40. The authority citation for part 71 continues to read as follows:

Authority: 33 U.S.C. 1321(j); 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p.

277; E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., p. 793; 49 CFR 1.46.

41. Section 71.65-5 is amended by revising paragraph (b)(11) to read as follows:

§ 71.65-5 Plans and specifications required for new construction.

(b) * * *

(11) *Details of Hinged Subdivision Watertight Doors and Operating Gear.

PART 76—[AMENDED]

42. The authority citation for part 76 continues to read as follows:

Authority: 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., P. 277; 49 CFR 1.46.

43. Section 76.01-2 is added to read as follows:

§ 76.01-2 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street, NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous materials Division (G-MTH-2), 2100 Second Street, SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:
 ASTM F-1121, International Shore Connections for Marine Applications, 1988 § 76.10-10

44. Section 76.10-10 is amended by revising paragraph (c) to read as follows:

§ 76.10-10 Fire hydrants and hose.

(c) On vessels of 500 gross tons and over there must be at least one shore connection to the fire main available to each side of the vessel in an accessible location. Suitable cut-out valves and check valves must be provided. Suitable adaptors also must be provided for

furnishing the vessel's shore connections with couplings mating those on the shore fire lines. Vessels of 500 gross tons and over on an international voyage, must be provided with at least one international shore connection complying with ASTM F-1121. Facilities must be available enabling an international shore connection to be used on either side of the vessel.

PART 91—[AMENDED]

45. The authority citation for part 91 is revised to read as follows:

Authority: 33 U.S.C. 1321(j); 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., P. 277; E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., P. 793; 49 CFR 1.46.

46. Section 91.55-5 is amended by revising paragraph (b)(11) to read as follows:

§ 91.55-5 Plans and specifications required for new construction.

(b) * * *

(11) *Details of hinged subdivision watertight doors and operating gear.

PART 92—[AMENDED]

47. The authority citation for part 92 continues to read as follows:

Authority: 46 U.S.C. 3306, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

48. Section 92.01-2 is added to read as follows:

§ 92.01-2 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:
 ASTM F-1196, Sliding Watertight Door Assemblies, 1989 .. § 92.01-13
 ASTM F-1197, Sliding Watertight Door Control Systems, 1989..... § 92.01-13

49. Section 92.01-13 is revised to read as follows:

§ 92.01-13 Sliding watertight door assemblies.

(a) Sliding watertight door assemblies, where fitted, must:

- (1) Be designed, constructed, built, tested, and marked in accordance with ASTM F-1196;
- (2) Have controls in accordance with ASTM F-1197; and
- (3) If installed in a subdivision bulkhead, meet Supplemental Requirements S1 and S3 of ASTM F-1196, unless the watertight door assemblies are built in accordance with plans previously approved by the Coast Guard, in which case, only Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196 must be met. In either case, the operating systems must have power supplies, power sources, installation tests and inspection, and additional remote operating consoles in accordance with Supplemental Requirements Nos. S1 through S4 of ASTM F-1197.

(b) Installations of watertight door assemblies must be in accordance with the following:

- (1) Before a sliding watertight door assembly is installed in a vessel, the bulkhead in the vicinity of the door opening must be stiffened. Such bulkhead stiffeners, or deck reinforcement where flush deck door openings are desired, must not be less than 6 inches nor more than 12 inches from the door frame so that an unstiffened diaphragm of bulkhead plating 6 to 12 inches wide is provided completely around the door frame. Where such limits cannot be maintained, alternative installations may be submitted for consideration by the Commanding Officer, Marine Safety Center, 400 7th Street SW., Washington, DC, 20590-0001. In determining the scantlings of these bulkhead stiffeners, the door frame should not be considered as contributing to the strength of the bulkhead. Provision must also be made to adequately support the thrust bearings and other equipment that may be mounted on the bulkhead or deck.

(2) Sliding watertight door frames may be either bolted or welded watertight to the bulkhead.

(i) If bolted, a suitable thin heat and fire resistant gasket or suitable compound must be used between the bulkhead and the frame for watertightness. The bulkhead plating must be worked to a plane surface in way of the frame when mounting.

(ii) If welded, caution must be exercised in the welding process so that the door frame is not distorted.

PART 95—[AMENDED]

50. The authority citation for part 95 continues to read as follows:

Authority: 46 U.S.C. 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

51. Section 95.01-2 is added to read as follows:

§ 95.01-2 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:

ASTM F-1121, International Shore Connections for Marine Applications, 1988 § 95.10-10

52. Section 95.10-10 is amended by revising paragraph (c) to read as follows:

§ 95.10-10 Fire hydrants and hose.

(c) On vessels of 500 gross tons and over there must be at least one shore connection to the fire main available to each side of the vessel in an accessible location. Suitable cut-out valves and check valves must be provided. Suitable adapters also must be provided for furnishing the vessel's shore connections with couplings mating those

on the shore fire lines. Vessels of 500 gross tons and over on an international voyage, must be provided with at least one international shore connection complying with ASTM F-1121. Facilities must be available enabling an international connection to be used on either side of the vessel.

PART 107—[AMENDED]

53. The authority citation for part 107 continues to read as follows:

Authority: 43 U.S.C. 1333; 46 U.S.C. 3306, 5115; 49 CFR 1.45, 1.46; § 107.05 also issued under the authority of 44 U.S.C. 3507.

54. Section 107.305 is amended by revising paragraph (m) to read as follows:

§ 107.305 Plans and Information.

(m) *Details of hinged subdivision watertight doors and operating gear.

PART 108—[AMENDED]

55. The authority citation for part 108 continues to read as follows:

Authority: 43 U.S.C. 1333; 46 U.S.C. 3102, 3306, 5115; 49 CFR 1.46.

56. Section 108.101 is revised to read as follows:

§ 108.101 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:

ASTM F-1014, Standard Specification for Flashlights on Vessels, 1986 § 108.497

ASTM F-1121, International Shore Connections for Marine Applications, 1988 § 108.427

Note: All other documents referenced in this part are still in effect.

57. Section 108.427 is amended by revising paragraph (a) to read as follows:

§ 108.427 International shore connection.

(a) At least one international shore connection that meets ASTM F-1121.

PART 150—[AMENDED]

58. The authority citation for part 150 is revised to read as follows:

Authority: 46 U.S.C. 3306, 3703; 49 CFR 1.45, 1.46; § 150.105 also issued under the authority of 44 U.S.C. 3507.

59. Section 150.210 is revised to read as follows:

§ 150.210 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American National Standards Institute (ANSI), 1430 Broadway, New York, NY 10018:

ANSI B16.5, Pipe Flanges and Flanged Fittings, 1981 § 150.480

ANSI B16.24, Bronze Pipe Flanges and Flanged Fittings, 1979 § 150.480

ANSI B16.31, Non-Ferrous Pipe Flanges, 1971 § 150.480

ANSI Z87.1, Practice for Occupational and Educational Eye and Face Protection, 1979 § 150.395; § 150.457

ANSI Z88.2, Practices for Respiratory Protection, 1980 § 150.395; § 150.457; § 150.460

- American Society for Testing and Materials (ASTM)*, 1916 Race Street, Philadelphia, PA 19103
- ASTM F-1122, Quick Disconnect Couplings for Marine Applications, 1988..... § 150.480
- National Fire Protection Association (NFPA)*, Batterymarch Park, Quincy, MA 02269:
- NFPA 306, Control of Gas Hazards on Vessels, 1984..... § 150.460

60. Section 150.480 is amended by revising paragraphs (a)(2) and (a)(3) to read as follows:

§ 150.480 Standards for marking of cargo hose carried onboard.

- (a) * * *
- (2) Flanges that meet ANSI B16.5, B16.24, or B16.31; or
- (3) Class 1 quick-disconnect couplings that meet ASTM F-1122 and are marked "C1-1."
- * * *

PART 153—[AMENDED]

61. The authority citation for part 153 continues to read as follows:

Authority: 46 U.S.C. 3703; 49 CFR 1.46. Section 153.40 issued under 49 U.S.C. 1804; §§ 153.470 through 153.491, 153.1100 through 153.1132, and 153.1600 through 153.1608 also issued under 33 U.S.C. 1903(b).

62. Section 153.4 is added to read as follows:

§ 153.4 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

- American National Standards Institute (ANSI)*, 1430 Broadway, New York, NY 10018:
- ANSI B16.5, Pipe Flanges and Flanged Fittings, 1988..... § 153.940

- ANSI B16.24, Bronze Pipe Flanges and Flanged Fittings, 1979..... § 153.940
- ANSI B16.31, Non-Ferrous Flanges, 1971..... § 153.940
- American Society for Testing and Materials (ASTM)*, 1916 Race Street, Philadelphia, PA 19103:
- ASTM F-1271, Standard Specification for Spill Valves for Use in Marine Tank Liquid Overpressure Protection Applications, 1990..... § 153.365

63. Section 153.365 is amended by revising paragraph (b)(1) to read as follows:

§ 153.365 Liquid overpressurization protection.

- (b) * * *
- (1) Meets ASTM F-1271; and
- * * *

64. Section 153.940 is amended by revising paragraphs (a)(2) and (a)(3) to read as follows:

§ 153.940 Standards for marking of cargo hose.

- (a) * * *
- (2) Flanges that meet ANSI B16.5, B16.24, or B16.31; or
- (3) Class 1 quick-disconnect couplings that comply with ASTM F-1122, and are marked "C1-1."
- * * *

PART 162—[AMENDED]

65. The authority citation for part 162 is revised to read as follows:

Authority: 33 U.S.C. 1321(j), 1903; 46 U.S.C. 3306, 3703, 4104, 4302; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., p. 793; 49 CFR 1.46.

66. Part 162 is amended by removing and reserving subparts 162.016, 162.034, 162.041, 162.042, and 162.043.

67. The heading of subpart 162.017 is revised to read as follows:

Subpart 162.017—Valves, Pressure-Vacuum Relief, for Tank Vessels

68. Section 162.017-2 is revised to read as follows:

§ 162.017-2 Type.

(a) This specification covers the design and construction of pressure-vacuum relief valves intended for use in venting systems on all tank vessels transporting inflammable or combustible liquids.

69. Section 162.017-3 is amended by revising paragraph (b) to read as follows:

§ 162.017-3 Materials, construction, and workmanship.

* * *

(b) Bodies of pressure-vacuum relief valves must be made of bronze or such corrosion-resistant material as may be approved by the Commandant (G-MTH).

* * *

70. Section 162.017-4 is revised to read as follows:

§ 162.017-4 Inspections and testing.

(a) Pressure-vacuum relief valves may be inspected and tested at the plant of the manufacturer. An inspector may conduct such tests and examinations as may be necessary to determine compliance with this specification.

71. Section 162.017-6 is revised to read as follows:

§ 162.017-6 Procedure for approval.

(a) *General.* Pressure-vacuum relief valves intended for use on tank vessels must be approved for such use by the Commandant (G-MTH), U.S. Coast Guard, Washington, DC 20593-0001.

(b) *Drawings and specifications.* Manufacturers desiring approval of a new design or type of pressure-vacuum relief valve shall submit drawings in quadruplicate showing the design of the valve, the sizes for which approval is requested, method of operation, thickness and material specification of component parts, diameter of seat opening and lift of discs, mesh and size of wire of flame screen.

(c) *Pre-approval tests.* Before approval is granted, the manufacturer shall have tests conducted, or submit evidence that such tests have been conducted, by the Underwriters' Laboratories, the Factory Mutual Laboratories, or by a properly supervised and inspected test laboratory acceptable to the Commandant (G-MTH), relative to determining the lift, relieving pressure and vacuum, and flow capacity of a representative sample of the pressure-vacuum relief valve in each size for which approval is desired. Test reports including flow capacity curves must be submitted to the Commandant (G-MTH).

PART 163—[AMENDED]

72. The authority citation for part 163 continues to read as follows:

Authority: 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

73. Part 163 is amended by removing and reserving subpart 163.001.

PART 169—[AMENDED]

74. The authority citation for part 169 continues to read as follows:

Authority: 33 U.S.C. 13219(j); 46 U.S.C. 3306, 5115, 6101; E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., p. 793; 49 CFR 1.45, 1.46; § 169.117 also issued under the authority of 44 U.S.C. 3507.

75. Section 169.611 is amended by revising paragraph (c) and removing paragraph (d) to read as follows:

§ 169.611 Carburetors.

(c) All gasoline engines must be equipped with an acceptable means of backfire flame control. Installations of backfire flame arresters bearing basic Approval No. 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval No. 162.015 or 165.042 may be continued in use as long as they are serviceable and in good condition. New installations or replacements must meet the applicable requirements of subpart 58.10 of subchapter F (Marine Engineering) of this chapter.

PART 170—[AMENDED]

76. The authority citation for part 170 continues to read as follows:

Authority: 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

77. Section 170.015 is revised to read as follows:

§ 170.015 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC, 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the section affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:

ASTM F-1196, Sliding Watertight Door Assemblies, 1989 .. § 170.270

ASTM F-1197, Sliding Watertight Door Control Systems, 1989 .. § 170.270

Military Specification, Naval Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, PA 19120:

MIL-P-21929B, Plastic Material, Cellular Polyurethane, Foam in Place, Rigid, 1970 .. § 170.245

International Maritime Organization (IMO), IMO Sales, New York Nautical Instrument and Service Corp., 140 W. Broadway, New York, NY 10013:

Resolution A.265 (VIII) .. § 170.135

78. Section 170.270 is amended by revising paragraph (c), redesignating paragraph (d) as paragraph (e), and adding a new paragraph (d) to read as follows:

§ 170.270 Door design, operation, installation, and testing.

(c) Each Class 2 and Class 3 door must:

(1) Be designed, constructed, tested, and marked in accordance with ASTM F-1196;

(2) Have controls in accordance with ASTM F-1197; and

(3) If installed in a subdivision bulkhead, meet Supplemental Requirements Nos. S1 and S3 of ASTM F-1196, unless the watertight doors are built in accordance with plans previously approved by the Coast Guard, in which case, only Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196 must be met. In either case, control systems for watertight doors must have power supplies power sources, installation tests and inspection, and additional remote operating consoles in accordance with Supplemental Requirements Nos. S1 through S4 of ASTM F-1197.

(d) Installations of watertight door assemblies must be in accordance with the following.

(1) Before a sliding watertight door assembly is installed in a vessel, the bulkhead in the vicinity of the door opening must be stiffened. Such bulkhead stiffeners, or deck reinforcement where flush deck door openings are desired, must not be less than 6 inches nor more than 12 inches from the door frame so that an unstiffened diaphragm of bulkhead

plating 6 to 12 inches wide is provided completely around the door frame. Where such limits cannot be maintained, alternative installations will be considered by the Marine Safety Center. In determining the scantlings of these bulkhead stiffeners, the door frame should not be considered as contributing to the strength of the bulkhead. Provision must also be made to adequately support the thrust bearings and other equipment that may be mounted on the bulkhead or deck.

(2) Sliding watertight door frames may be either bolted or welded watertight to the bulkhead.

(i) If bolted, a suitable thin heat and fire resistant gasket or suitable compound must be used between the bulkhead and the frame for watertightness. The bulkhead plating must be worked to a plane surface in way of the frame when mounting.

(ii) If welded, caution must be exercised in the welding process so that the door frame is not distorted.

PART 174—[AMENDED]

79. The authority citation for part 174 continues to read as follows:

Authority: 42 U.S.C. 9118, 9119, 9153; 43 U.S.C. 1333; 46 U.S.C. 3306, 3703, 5115; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

80. Section 174.007 is added to read as follows:

§ 174.007 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the Federal Register and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing and Materials (ASTM), 1916 Race Street, Philadelphia, PA 19103:

ASTM F-1196, Sliding Watertight Door Assemblies, 1989 .. § 174.100

ASTM F-1197, Sliding Watertight Door control systems, 1989..... § 174.100

81. Section 174.100 is amended by revising paragraph (e) and adding paragraph (f) to read as follows:

§ 174.100 Appliances for watertight and weathertight integrity.

(e) If a unit is equipped with sliding watertight doors, each sliding watertight door must:

(1) Be designed, constructed, tested, and marked in accordance with ASTM F-1196;

(2) Have controls in accordance with ASTM F-1197, except that a remote manual means of closure, as specified in paragraphs 7.1 and 7.5.1, and a remote mechanical indicator, as specified in paragraph 7.5.2, will not be required; and

(3) If installed in a subdivision bulkhead, meet Supplemental Requirements Nos. S1 and S3 of ASTM F-1196, unless the watertight doors are built in accordance with plans previously approved by the Coast Guard, in which case, only Supplemental Requirements Nos. S1 and S3.1.4 of ASTM F-1196 must be met. In either case, control systems for watertight doors must have power supplies, power sources, installation tests and inspection, and additional remote operating consoles in accordance with Supplemental Requirements Nos. S1 through S4 of ASTM F-1197.

(f) Installations of watertight door assemblies must be in accordance with the following:

(1) Before a sliding watertight door assembly is installed in a vessel, the bulkhead in the vicinity of the door opening must be stiffened. Such bulkhead stiffeners, or deck reinforcement where flush deck door openings are desired, must not be less than 6 inches nor more than 12 inches from the door frame so that an unstiffened diaphragm of bulkhead plating 6 to 12 inches wide is provided completely around the door frame. Where such limits cannot be maintained, alternative installations will be considered by the Marine Safety Center. In determining the scantlings of these bulkhead stiffeners, the door frame should not be considered as contributing to the strength of the bulkhead. Provision must also be made to adequately support the thrust bearings and other equipment that may be mounted on the bulkhead or deck.

(2) Sliding watertight door frames may be either bolted or welded watertight to the bulkhead.

(i) If bolted, a suitable thin heat and fire resistant gasket or suitable compound must be used between the bulkhead and the frame for watertightness. The bulkhead plating shall be worked to a plane surface in way of the frame when mounting.

(ii) If welded, caution must be exercised in the welding process so that the door frame is not distorted.

PART 182—[AMENDED]

82. The authority citation for part 182 continues to read as follows:

Authority: 46 U.S.C. 3306; 49 CFR 1.46.

83. Section 182.01-10 is added to read as follows:

§ 182.01-10 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096:

SAE J-1928, Devices Providing Backfire Flame Control for Gasoline Engines in Marine Applications, August 1989.....

§ 182.15-7

Underwriter's Laboratories (UL), 12 Laboratory Drive, Research Triangle Park, NC 27709:

UL-1111, Marine Carburetor Flame Arrestors, 1988.....

§ 182.15-7

84. Section 182.15.7 is amended by revising paragraph (b) and removing paragraph (c) to read as follows:

§ 182.15-7 Carburetors.

(b) All gasoline engines must be equipped with an acceptable means of

backfire flame control. Installations of backfire flame arresters bearing basic Approval Nos. 162.015 or 162.041 or engine air and fuel induction systems bearing basic Approval Nos. 162.015 or 162.042 may be continued in use as long as they are serviceable and in good condition. New installations or replacements must meet the applicable requirements of subpart 58.10 of subchapter F (Marine Engineering) of this chapter.

PART 189—[AMENDED]

85. The authority citation for part 189 continues to read as follows:

Authority: 33 U.S.C. 1321(j); 46 U.S.C. 2113, 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; E.O. 11735, 38 FR 21243, 3 CFR, 1971-1975 Comp., p. 793; 49 CFR 1.46.

86. Section 189.55-5 is amended by revising paragraph (b)(11) to read as follows:

§ 189.55-5 Plans and specifications required for new construction.

(b) * * *

(11) *Details of hinged subdivision watertight doors and operating gear.

PART 190—[AMENDED]

87. The authority citation for part 190 continues to read as follows:

Authority: 46 U.S.C. 2213, 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; 49 CFR 1.46.

88. Section 190.01-3 is added to read as follows:

§ 190.01-3 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than the one listed in paragraph (b) of this section, notice of change must be published in the *Federal Register* and the material made available to the public. All approved material is on file at the Office of the Federal Register, 1100 L Street NW., Washington, DC, and at the U.S. Coast Guard, Marine Technical and Hazardous Materials Division (G-MTH-2), 2100 Second Street SW., Washington, DC 20593-0001, and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part, and the sections affected are:

American Society for Testing
and Materials (ASTM), 1916
Race Street, Philadelphia, PA
19103:

ASTM F-1196, Sliding Water-
tight Door Assemblies, 1989.. § 190.01-13
ASTM F-1197, Sliding Water-
tight Door Control Systems,
1989..... § 190.01-13

89. Section 190.01-13 is revised to read
as follows:

§ 190.01-13 Sliding watertight doors.

(a) Sliding watertight door assemblies,
where fitted, must:

(1) Be designed, constructed, tested,
and marked in accordance with ASTM
F-1196;

(2) Have control in accordance with
ASTM F-1197; and

(3) If installed in a subdivision
bulkhead, meet Supplemental
Requirements Nos. S1 and S3 of ASTM
F-1196, unless the watertight door
assemblies are built in accordance with
plans previously approved by the Coast
Guard, in which case, only
Supplemental Requirements Nos. S1 and
S3.1.4 of ASTM F-1196 must be met. In
either case, control systems for
watertight door assemblies must have
power supplies, power sources,
installation tests and inspection, and
additional operating consoles in
accordance with Supplemental
Requirements Nos. S1 through S4 of
ASTM F-1197.

(b) Installations of watertight door
assemblies must be in accordance with
the following.

(1) Before a sliding watertight door
assembly is installed in a vessel, the
bulkhead in the vicinity of the door
opening must be stiffened. Such
bulkhead stiffeners, or deck
reinforcement where flush deck door
openings are desired, must not be less
than 6 inches nor more than 12 inches
from the door frame so that an

unstiffened diaphragm of bulkhead *
plating 6 to 12 inches wide is provided
completely around the door frame.
Where such limits cannot be
maintained, alternative installation will
be considered by the Marine Safety
Center. In determining the scantlings of
these bulkhead stiffeners, the door
frame should not be considered as
contributing to the strength of the
bulkhead. Provision must also be made
to adequately support the thrust
bearings and other equipment that may
be mounted on the bulkhead or deck.

(2) Sliding watertight door frames may
be either bolted or welded watertight to
the bulkhead.

(i) If bolted, a suitable thin heat and
fire resistant gasket or suitable
compound must be used between the
bulkhead and the frame for
watertightness. The bulkhead plating
must be worked to a plane surface in
way of the frame when mounting.

(ii) If welded, caution must be
exercised in the welding process so that
the door frame is not distorted.

PART 193—[AMENDED]

90. The authority citation for part 193
continues to read as follows:

Authority: 46 U.S.C. 2213, 3102, 3306; E.O.
12234, 45 FR 58801, 3 CFR 1980 Comp., p. 277;
49 CFR 1.46.

91. Section 193.01-3 is added to read
as follows:

§ 193.01-3 Incorporation by reference.

(a) Certain materials are incorporated
by reference into this part with the
approval of the Director of the Federal
Register in accordance with 5 U.S.C.
552(a). To enforce any edition other than
the one listed in paragraph (b) of this
section, notice of change must be
published in the *Federal Register* and
the material made available to the
public. All approved material is on file
at the Office of the Federal Register,

1100 L Street NW., Washington, DC, and
at the U.S. Coast Guard, Marine
Technical and Hazardous Materials
Division (G-MTH-2), 2100 Second Street
SW., Washington, DC, 20593-0001, and
is available from the sources indicated
in paragraph (b) of this section.

(b) The material approval for
incorporation by reference in this part,
and the sections affected are:

American Society for Testing
and Materials, 1916 Race
Street, Philadelphia, PA
19103:

ASTM F-1121, International
Shore Connections for
Marine Applications,
1988..... § 193.10-10

92. Section 193.10-10 is amended by
revising paragraph (c) to read as
follows:

§ 193.10-10 Fire hydrants and hose.

(c) On vessels of 500 gross tons and
over there must be at least one shore
connection to the fire main available to
each side of the vessel in an accessible
location. Suitable cutout valves and
check valves must be provided for
furnishing the vessel's shore
connections with couplings mating those
on the shore fire lines. Vessels of 500
gross tons and over on an International
voyage, must be provided with at least
one international shore connection
complying with ASTM F-1121. Facilities
must be available enabling an
international shore connection to be
used on either side of the vessel.

Dated: July 16, 1990.

J.D. Sipes,

Rear Admiral, U.S. Coast Guard, Chief, Office
of Marine Safety, Security and Environmental
Protection.

[FR Doc. 90-19235 Filed 8-16-90; 8:45 am]

BILLING CODE 4910-14-M

Tested Proven Federal

Friday,
August 17, 1990

Part IV

Department of the Interior

Fish and Wildlife Service

50 CFR Part 20

Migratory Bird Hunting; Proposed Frameworks for Late-Season Migratory Bird Hunting Regulations; Proposed Rule; Supplemental

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

50 CFR Part 20

RIN 1018-AA24

Migratory Bird Hunting; Proposed Frameworks for Late-Season Migratory Bird Hunting Regulations

AGENCY: Fish and Wildlife Service, Interior.

ACTION: Proposed rule; supplemental.

SUMMARY: The Fish and Wildlife Service (hereinafter the Service) is proposing to establish the 1990-91 late-season hunting regulations for certain migratory game birds. The Service annually prescribes frameworks or outer limits for dates and times when hunting may occur and the number of birds that may be taken and possessed in late seasons. These frameworks are necessary to allow State selections of final seasons and limits and to allow recreational harvest at levels compatible with population and habitat conditions.

DATES: The comment period for proposed late-season frameworks will end on August 27, 1990.

ADDRESSES: Comments should be mailed to Director (FWS/MBMO), U.S. Fish and Wildlife Service, Department of the Interior, room 634—Arlington Square, Washington, DC 20240. Comments received will be available for public inspection during normal business hours in room 634, Arlington Square Building, 4401 N. Fairfax Drive, Arlington, Virginia.

FOR FURTHER INFORMATION CONTACT: Thomas J. Dwyer, Chief, Office of Migratory Bird Management, U.S. Fish and Wildlife Service, Department of the Interior, Room 634—Arlington Square, Washington, DC 20240, (703) 358-1714.

SUPPLEMENTARY INFORMATION:**Regulations Schedule for 1990**

On March 14, 1990, the Service published for public comment in the *Federal Register* (55 FR 9618) a proposal to amend 50 CFR 20, with comments periods ending July 20, 1990, for early-season proposals; and August 27, 1990, for late-season proposals. On June 6, 1990, the Service published in the *Federal Register* (55 FR 23178) a second document consisting of a supplemental proposed rulemaking dealing with both early- and late-season frameworks. On June 21, 1990, a public hearing was held in Washington, DC, as announced in the *Federal Register* of March 14 (55 FR 9618), June 6 (55 FR 23178), and June 8 (55 FR 23487), 1990, to review the status

of migratory shore and upland game birds. Proposed hunting regulations were discussed for these species and for other early seasons. On July 10, 1990, the Service published in the *Federal Register* (55 FR 28352) a third document consisting of a proposed rulemaking dealing specifically with frameworks for early-season migratory bird hunting regulations. On August 2, 1990, a public hearing was held in Washington, DC, as announced in the *Federal Register* of March 14 (55 FR 9618), June 6 (55 FR 23178), and July 10 (55 FR 28352), 1990, to review the status of waterfowl. Proposed hunting regulations were discussed for these late seasons. On August 14, 1990, the Service published a fourth document (55 FR 33264) containing final frameworks for early migratory bird hunting seasons from which wildlife conservation agency officials from the States, Puerto Rico, and the Virgin Islands selected early-season hunting dates, hours, areas, and limits for 1990-91.

This document is the fifth in a series of proposed, supplemental, and final rulemaking documents for migratory bird hunting regulations and deals specifically with supplemental proposed frameworks for the 1990-91 late-season migratory bird hunting regulations. It will lead to final frameworks from which States may select season dates, shooting hours, and daily bag and possession limits for the 1990-91 season. All pertinent comments on the March 14 proposals received through July 27, 1990, have been considered in developing this document. In addition, new proposals for certain late-season regulations are provided for public comment. The comment period is specified above under **DATES**. Final regulatory frameworks for migratory game bird hunting seasons for late seasons are scheduled for publication in the *Federal Register* on or about September 17, 1990.

Special Assessments

The use of special regulations first proliferated during the 1960's when low populations of most species of ducks precipitated reductions in bag limits and season lengths. In the 1970's, duck populations rebounded and the Service, States, and Flyways further expanded the use of special regulations in an attempt to meet the rapidly growing demand for harvest opportunities. In the 1980's, duck populations declined and several species reached all time lows. Annual frameworks became progressively more restrictive and, in 1988, the point system, bonus bag limits for teal and scaup, special seasons for teal and scaup, and shooting hours were

either modified or suspended. Also in 1988, the Service completed a programmatic Supplemental Environmental Impact Statement (SEIS) on the "Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds (FSES 88-14)." In the SEIS, the Service selected as the preferred alternative stabilized framework regulations and controlled use of special regulations. As a result, the Service decided to evaluate the special regulations which were suspended or modified, and at the same time to evaluate zones and split seasons for ducks, which had been operating under a moratorium since 1986. The Service requested information and new data from the Flyway Councils, prepared draft reports on these issues in 1989, and circulated these to the Flyway Councils in January 1990. After analyzing the comments received on the draft reports, the Service prepared final reports which were mailed to the Flyway Councils and other interested parties in July 1990. The Service also developed long-term strategies to guide our future management decisions for these issues.

Two of these issues, shooting hours and September teal seasons, pertain to early-season regulations, while special scaup seasons, bonus teal and scaup bag limits, the point system, and zones and split seasons for ducks pertain to late seasons only. Comments received and long-term strategies for the issues that also pertained to early seasons—shooting hours and September teal seasons—were already covered in previous *Federal Register* documents (55 FR 28352 and 55 FR 33264). The strategies for shooting hours and September teal seasons have been finalized. They are repeated here to facilitate current comparison with late-season issues, illustrating the continuity in reasoning the Service has followed in developing these long-term strategies. Repeating the early-seasons strategies will also assist in future reference work, as only one document will be needed for this information.

Comments received on the draft reports are summarized below for the late-season issues. Public comment is solicited on the proposed strategies pertaining to late seasons at this time. The Service will respond to comments and publish final strategies for these issues in the late-season final frameworks document scheduled for publication on or about September 17, 1990.

Shooting Hours

Comments Received

The Central and Atlantic Flyway Councils and the Florida Game and Fresh Water Fish Commission recommended shooting hours beginning at one-half hour before sunrise for regular and special duck seasons. The Mississippi Flyway Council Regulations Committees recommended that shooting hours begin at one-half hour before sunrise for regular seasons, but at sunrise during special duck seasons or where special circumstances exist. The Maryland Department of Natural Resources commented that a sunrise opening may have contributed to a decline in their State duck harvest in 1988 and overly restricted the opportunity to harvest wood ducks.

Final Service Strategy

The Service proposes to allow shooting hours to begin at one-half hour before sunrise during the regular duck season. For species-specific duck seasons, shooting hours will begin at sunrise. Currently, shooting hours begin at one-half hour before sunrise for September wood duck seasons; and States will be required to provide information to assess the impact of such shooting hours on non-target species, otherwise, shooting hours will be changed to sunrise. Shooting hours during all seasons shall end at sunset.

Rationale

The Service believes that there is sufficient evidence to show that, for the regular duck seasons, shooting hours beginning at one-half hour before sunrise do not contribute significantly to the harvest of non-target species or illegal kill. Compared to the remainder of the day, the proportion of the daily duck kill occurring before sunrise is relatively small.

However, no evidence has been presented to assess the impact of presunrise shooting during special seasons in which only limited numbers of species may be harvested legally. Until studies are initiated or evidence is available, shooting hours for these seasons should begin at sunrise. Currently, shooting hours begin at one-half hour before sunrise for September wood duck seasons. States will be required to conduct studies or provide information to assess the impact of such shooting hours on non-target species. Otherwise, shooting hours for September wood duck seasons will be changed to sunrise.

The evening twilight period is associated with rapidly decreasing illumination. Birds shot near the end of

the twilight period could be difficult to find. A sunset closing provides ample time with adequate light to find and retrieve downed birds.

Special September Teal Seasons

Comments Received

The Lower Region Regulations Committee of the Mississippi Flyway Council and the Central Flyway Council recommended continued use of September teal seasons. The Upper Region Regulations Committee of the Mississippi Flyway Council recommended the continued use of these seasons with additional requirements that would reinstate the season when teal populations increased, but would require improved information gathering for monitoring populations during periods of low duck abundance. The Maryland Department of Natural Resources and the Florida Game and Fresh Water Fish Commission recommended allowing special seasons for teal when population levels are determined to be satisfactory and the States can adequately evaluate the harvest.

Final Service Strategy

The Service considers September teal seasons to be an acceptable harvest management strategy. September teal regulations (i.e., season length and bag limits) should be compatible with the Service's policy of permitting harvest opportunity consistent with duck population levels. September teal seasons in the Central and Mississippi Flyways must follow the geographic and framework criteria that were operational during the last year they were offered by the Service.

Rationale

The Service believes that September teal seasons have been thoroughly evaluated and modified in the Central and Mississippi Flyways to provide harvest opportunity on a segment of the blue-winged teal population that is generally unavailable during the regular duck seasons. The Service's review of available evidence suggests that September teal season are not responsible for the recent decline of blue-winged teal populations. Furthermore, the harvest of species other than teal during September seasons is low.

Special Scaup Seasons

Written Comments on the Draft Report

The Upper and Lower Region Regulations Committees of the Mississippi Flyway Council and the Atlantic Flyway Council supported

continued use with additional restrictions. The Atlantic Flyway Council suggested reinstatement when populations are adequate, the Lower Region Regulations Committee of the Mississippi Flyway Council remarked that low harvest rates indicated that this management option had not adversely affected scaup, while the Upper Region Regulations Committee of the Mississippi Flyway Council requested continuing the special scaup season when populations show a sustained increasing trend and further requested improved data bases in order to more efficiently monitor key population parameters if seasons were to continue to low population levels. The Central Flyway Council requested that the special scaup season be reinstated.

The Maryland Department of Natural Resources commented that special seasons should be permitted when the population status of the target species is considered to be at a satisfactory level and States can meet the requirements to evaluate the impact of harvest resulting from such seasons. The Florida Game and Fresh Water Fish Commission supported continued use when population levels (three-year running average) allow; but noted that obtaining additional information to conclusively evaluate these seasons may be cost-prohibitive and not an efficient use of limited natural resource funds. The New Jersey Department of Environmental Protection supported continued use because the derivation of birds hunted in New Jersey is primarily from eastern Canada and current restrictions are discouraging hunters. The New York State Department of Environmental Conservation supported the comments of the Atlantic Flyway Council to reinstate the option when population levels are adequate.

Proposed Service Strategy

The Service proposes to continue the suspension of special scaup seasons. Special scaup seasons have not been adequately evaluated at this time. Lesser scaup are currently at record low population levels and do not warrant increased harvest.

Rationale

Since 1966, special seasons have been used to provide additional harvest opportunities on species considered lightly harvested and able to withstand greater harvest pressure. The Service considers special seasons to be an acceptable harvest management strategy, if the seasons have been carefully designed, evaluated, and refined. The Service concludes that

certain groups of birds, populations, or segments of populations—due to their unique biological circumstances, temporal or spatial distributions, and population status—can provide additional harvest opportunities outside of those which are available during the regular hunting seasons. Special season regulations (i.e., season length and bag limits) should be compatible with the Services policy on controlled use of special seasons and consistent with population status. Evaluation procedures and design criteria for special seasons should be developed cooperatively between the Service and Flyway Councils. After thorough evaluation, the Service and Councils would cooperate to establish the implementation criteria and review schedule for each special season.

Despite various efforts, special scarp seasons have not received a thorough and extensive evaluation, primarily due to information shortages. Nevertheless, additional information can be obtained and a comprehensive evaluation of this season is feasible and necessary. Consideration of the species composition (e.g., proportion of lesser scaup, greater scaup, ring-necked duck, and goldeneyes) in the special season harvest and their population status should be included in any evaluation. The Service's review of available evidence suggests that special scarp seasons are not responsible for the decline in scarp numbers; however, existing data bases are weak.

Bonus Teal and Scarp Bag Limits

Written Comments on the Draft Report

The Upper and Lower Region Regulations Committees of the Mississippi Flyway Council and the Atlantic Flyway Council supported continued use with additional restrictions. The Atlantic Flyway Council suggested reinstatement when populations are adequate. The Upper Region Regulations Committee of the Mississippi Flyway Council requested continuing the bonus options when populations have sustained an upward trend for several years. The Central Flyway Council requested that the bonus option be reinstated for teal.

The Florida Game and Fresh Water Fish Commission noted that bonus bag limits have a much greater impact on non-target species than do special seasons. They request that populations of target species and all ducks be considered before reinstatement of these options. The New Jersey Department of Environmental Protection supported continued use because green-winged teal populations are at favorable levels.

New York State Department of Environmental Conservation supported the comments of the Atlantic Flyway Council to continue use with additional restrictions.

Proposed Service Strategy

The Service proposes to discontinue the use of all bonus bag limits because bonus limits have not been adequately evaluated and offer limited potential for adequate evaluation of effects on target and non-target species.

Rationale

Bonus bag limits have been used to provide additional harvest opportunity on a few species during the regular duck season. These species were generally considered lightly harvested and capable of withstanding additional harvest pressure. However, bonus bag limits increased harvest of all species, not just the bonus species. The Service concludes that the effects of bonus limits cannot be adequately evaluated; therefore, the Service does not consider the use of bonus bag limits to be an acceptable harvest management strategy.

Point System

Written Comments on the Draft Report

The Atlantic Flyway Council suggested offering a point system which is as restrictive in terms of bag limits as the conventional bag limit, pending further measures to make the point system acceptable in select areas. They cite that the long-term evaluations have suggested that the point system has not been effective at redirecting harvest pressure. The objective of the point system should be to provide regulatory flexibility rather than to create opportunity to increase the size of the daily bag. Maintaining a point system would also allow States the ability to direct additional protection to high-point birds beyond that afforded by fixed species restrictions under the conventional bag limit. The Upper Region Regulations Committee of the Mississippi Flyway Council commented that the draft report did not adequately address hunter perceptions of the point system. They noted that many problems identified with the point system are also attributable to the conventional bag limit and recommended further evaluation and study. The Lower Region Regulations Committee supported the use of the point system with additional restrictions. They suggested using comparable point values for species of concern and a "comparability + 1" for species in favorable status. The Central

Flyway continued to endorse the point system.

The Maryland Department of Natural Resources noted that the point system gave greater protection to high-point birds and requested that values should not be such that the point system bag limit could be greater than under the conventional bag limit. They recognized that reordering was an inherent problem of the point system that is virtually unenforceable. The Florida Game and Fresh Water Fish Commission noted that the point system has many attributes and most of its drawbacks apply equally to conventional bag limits. They also recognized the potential for reordering violations, but stated that the point system is effective at redistributing harvest. Florida supported continued use at "comparability + 1", pending clarification of the impact of illegal activity associated with this option. The New Jersey Department of Environmental Protection remarked that there seemed little reason to support a system that no longer provided additional hunting opportunity, but supported the Atlantic Flyway Council request that comparability continue pending further measures to make the system acceptable in select areas. The New York State Department of Environmental Conservation also supported the comments of the Atlantic Flyway Council.

Proposed Service Strategy

The Service proposes to continue use of the point system as a bag limit option, provided the point system offered is at least as restrictive as the conventional system in terms of total bag and species/sex restrictions.

Rationale

Since 1918, the conventional bag limit has been the system most commonly used to regulate the daily limit on ducks. Alternatives to the conventional system will be considered but should meet certain criteria: (1) Have well-defined objectives that are relevant to harvest-management goals; (2) be subject to practical evaluation; and (3) realize clear advantages, based on intent, over the conventional system. Any future systems will be evaluated against the conventional bag system. The Service has been unable to demonstrate that the point system has clear advantages over the conventional bag system relative to the point system's original objectives, which were (1) To reduce bag-limit violations by providing the hunter with a system which does not require in-flight identification of ducks, and (2) to direct harvest toward certain species or sexes

of ducks and away from others. A major problem with the point system is the potential for reordering of the bag. When reordering occurs, it negates the potential advantage of the point system and compromises a fundamental purpose for which it was intended. The conventional bag-limit system is flexible, allows a variety of harvest opportunities, and can be directed at certain duck species or sexes.

Zones and Split-Seasons for Ducks

Written Comments on the Draft Report

The Atlantic Flyway Council suggested maintaining existing zone and split options, granting operational status to experimental zones that have successfully met Service criteria, and applying the same criteria to future zoning proposals. They remarked that States should not be held accountable for perceived inadequacies in evaluation criteria. Virtually all evaluations have concluded that zoning had little impact on duck populations. Zones and split have not prevented the Atlantic Flyway from accomplishing harvest management objectives. They commented that zones and splits are intended to increase hunter satisfaction and should not be used as a mechanism for controlling harvest. The Upper Region Regulations Committee of the Mississippi Flyway Council commented that because the data are deficient to accommodate any effective evaluation of the aspects of splits and zones and because it is unlikely that more reliable information will be generated in the near future, the Committee recommended continued use with uniform guidelines. Guidelines would govern the establishment and amendment of zones and split seasons. For example, the number of zones allowed within a State could be based on criteria which considered latitudinal and altitudinal gradients and whether coastal and inland habitats are involved. The Lower Region Regulations Committee suggested restricted use and that criteria that allows for zoning and split season options should apply throughout the flyway. The Central Flyway Council suggested continued use with the option being available to all States willing to meet reasonable evaluation criteria. The Central Flyway Technical Committee remarked that the Service did not attempt to evaluate the cumulative impact of zones on duck populations, that the report erroneously implied rigorous experiments were feasible, and that the Service should not assume that hunting mortality is additive when the relationship between harvest rate and survival is unclear.

The Maryland Department of Natural Resources commented that these options have been primarily used to improve hunter satisfaction and that harvest objectives, including reductions, can and have been accomplished using other regulatory tools while maintaining zones and split seasons. The Florida Game and Fresh Water Fish Commission believes that zones and splits are intended to benefit hunter satisfaction rather than hunter success. They agree that proliferation of these options has exceeded our ability to assess their impact and suggest restricted use within limits. They further suggest that zones and split seasons not be used together and that the number of zones or splits permissible be based on geographic criteria. The Pennsylvania Game Commission added that zones and split seasons have functioned quite well in their State and without increases in hunting pressure or harvest. The New Jersey Department of Environmental Protection supported continued use but felt that further evaluations were unnecessary. They commented that returning to a continuous statewide season would be unacceptable due to the spatial and temporal distribution of ducks within the State. The New York Department of Environmental Conservation remarked that this regulatory option provides needed flexibility in a large and ecologically diverse State such as New York. Without zones and split seasons, it would be impossible to provide satisfactory hunting opportunity for most New York waterfowlers. They further noted that precise estimates of the effects of zoning and split seasons are unlikely because the potential effects are highly variable depending on the season dates selected and other factors.

Proposed Service Strategy

The Service proposes to continue the use of zones and splits for duck hunting. These are considered acceptable means by which States can redistribute harvest opportunities. However, the Service proposes to limit both the number of options available and the frequency with which modifications can be made. These controls are deemed necessary to preserve and enhance the Service's ability to regulate and evaluate overall harvest pressure on ducks.

Beginning in 1991, States may select to zone or split their duck hunting seasons using the following guidelines:

1. *"Grandfather Clause"*: Those States that currently have an operational zoning plan, or those that have experimented zoning plans and have successfully met the Service's 1977

evaluation criteria for zoning experiments, will be allowed to continue those zoning plans. States that have not fulfilled obligations for evaluation as specified in Memoranda of Agreement will be subject to the new guidelines. States with zoning plans that can be "grandfathered-in," but that wish to make major modifications in these zoning plans, will also be subject to the new guidelines. Eligible States that wish to take advantage of this grandfather clause must do so in 1991.

2. *Basic*: The Basic Option, available at any time to any State, would allow the regular duck season to be split into 2 segments with no zones.

3. *Alternatives*: Where the Basic Option is deemed undesirable, States could choose either:

- a. no more than 3 zones with no splits,
- b. a 3-way split season with no zones,

or

- c. 2 zones with the option for 2-way split seasons in one or both zones.

4. *Changes*: The Service will consider requests from States who wish to change from the Basic Option to an Alternative Option, change among Alternative Options, or change zone boundaries, at 5-year intervals (i.e., during "open seasons" in 1991, 1996, 2001, etc.). States would be allowed to change to the Basic Option at any time. States retain the option of making annual modifications to season date selections.

5. *Review*: States will be required to provide the Service with a review of pertinent data (e.g., estimates of harvest, hunter numbers, success, etc.) at the end of 5 years after any changes in splits or zones (except conversions to the Basic Option). This review does not have to be the result of a rigorous experimental design, but nonetheless should assist the Service in ascertaining whether major changes in hunter activity or harvest occurred as a result of split and zone regulations.

6. States may not zone or 3-way split simultaneously within a special management unit and the remainder of the State.

Rationale

There is evidence that suggests the nationwide proliferation of zones and split seasons has not increased overall harvest pressure on ducks. However, our ability to predict the impact of additional zones and split-season combinations is poor, suggesting that some limits must be imposed. Limiting substantive changes to 5-year "open seasons" is intended to minimize efforts at fine-tuning, reduce complexity in the regulations-setting process, and enhance

the Service's ability to monitor regulatory effects. The "Grandfather Clause" acknowledges that the Service is willing to share responsibility for the inadequate criteria under which States were required to evaluate their original zoning plans. The Service will allow States the option of continuing these zoning plans because they did not appear to have cumulative effects on duck harvest pressure.

Presentations at Public Hearing

A number of reports were given on the status of waterfowl. These reports are briefly reviewed as a matter of public information. Unless otherwise noted, persons making the presentations are Service employees.

Mr. Ron Reynolds presented habitat conditions, population status, and production and fall flight estimates for populations of geese across North America. In general, he reported that the forecast for most populations of geese calls for average to above average production this year. Notable exceptions to this are below average production for the Atlantic, Tennessee Valley, Mississippi Valley, and Tall Grass Prairie populations of Canada geese. Less than average production is also predicted for the eastern segment of the Mid-Continent white-fronted goose population, Mid-Continent and western Canadian Arctic populations of snow geese, and for Atlantic brant. Recent concern over goose populations nesting in western Alaska have been alleviated somewhat by improved production prospects from that area. Fall flights of Canada goose populations will be equal to or greater than last year for all populations except the Tennessee Valley and Tall Grass Prairie populations. For snow geese, white-fronted geese, and Pacific brant, fall flights will exceed last year's with the exception of western Canadian Arctic snow geese which will have a fall flight slightly less than in 1989. Both the eastern and western populations of swans will have fall flights greater than last year.

Mr. Fred Johnson reported on the status of habitat conditions and duck numbers as of May 1990. He reported that across prairie Canada, the sequence of weather events since last year's survey produced marked improvement in pond numbers, but numbers remained below long-term averages, reflecting the extent and severity of drought conditions during the 1980's. In the northcentral United States, pond numbers fell significantly from last year and remain well below the long-term average. The Dakotas, in particular, were extremely dry. In northern areas,

water levels improved in northern Saskatchewan, northern Manitoba, and western Ontario, but spring break-up was late in these survey units. Westward, habitat conditions were good to excellent over most of northern Alberta at the time of the survey, but were drier in the Northwest Territories. Spring came early in Alaska and few flooding problems were observed. In the eastern production areas of North America, habitat conditions were mixed. Cool wet weather in April and May likely delayed early nesting activities in parts of Ontario and Quebec. However, southern Ontario reported excellent habitat and very successful nesting efforts. Spring conditions were also cool and wet further to the east—in Atlantic Canada and the Northeast United States.

Mr. Johnson further reported that duck numbers in 1990 remained essentially unchanged (+1%) from 1989 and were well below (-22%) the long-term average. Of the 100 major species monitored each spring, only gadwall, canvasback, northern shoveler, and green-winged teal showed marked increases in numbers since 1989. Additionally, only green-winged teal and gadwall were substantially above their long-term averages. Mallard and pintail numbers changed little from last year and remain well below historic levels. Blue-winged teal and scaup reached all-time lows again in 1990. Generally, ducks responded to the improved water conditions in prairie Canada and numbers of many species increased. However, the lack of adequate water in the U.S. prairies was evident, as estimates of most species dropped significantly in that area. In northern areas, duck numbers changed little from last year. Overall, there was no change in breeding populations from the previous year.

Mr. Brad Bortner presented information on habitat conditions since the May surveys, duck population, and the predicted fall flight forecast. In summary, late spring and early summer rains across most of the prairie has brought good vegetative growth, replenished depleted soil moisture levels, but did little to help wetland numbers. July production surveys showed increases in brood indices in Prairie Canada and decreases in the northcentral U.S. These brood indices were well below the long-term averages for most areas. The late nesting indices increased dramatically in South Dakota, and were significantly below the long-term averages in all other units. Rains did foster growth of wetland and upland vegetation across most of the prairie.

Production from Alaska should be improved by increased breeding populations and favorable habitat conditions. In northern Canada, the outlook for production is fair to poor. In 1990, an unchanged breeding population and only minor improvements to production will result in an unchanged fall flight. The 1990 mallard fall flight is predicted to be 9.7 million, a 13 percent increase from last year. Canvasback production is expected to be higher than 1989 due to an increased breeding population and general improvements in habitat across southern Canada. For the northern pintail, increased breeding populations should result in a slight increase in the fall flight. Finally, black duck production will be poorer than last year.

Review of Comments Received at Public Hearing

Eleven individuals presented statements at the August 2, 1990, public hearing. Each statement is summarized below and was considered in the development of these proposed late-season frameworks. Responses to the public hearing comments are deferred and will be incorporated into responses to written comments. Responses will be published with the final frameworks for late seasons.

Steve Wendt, spokesperson for the Canadian Wildlife Service, highlighted aspects of information contained in his agency's report "1990 Migratory Game Bird Hunting in Canada," dated August 2, 1990. He characterized trends in harvests and number of hunters in Canada, discussed favorable changes in the harvest rates for certain duck populations during recent periods, identified generally restrictive changes in regulations affecting migratory bird hunting in Canada during the 1990-91 season, and described some of the agency's efforts to collect information on waterfowl populations in both eastern and western Canada. He made no recommendation on the proposed frameworks for seasons in the United States.

John Grandy, representing the Humane Society of the United States, presented his views on the process of setting annual hunting regulations for Migratory Birds and claimed that views of many groups and individuals receive less consideration than others. He questioned the database on such species as ruddy ducks, goldeneyes, and buffleheads, and cited the Service for after-the-fact management and further, called for a closure of waterfowl hunting. He expressed his view that seasons on mergansers and coots were

"special" seasons and of little purpose other than for target practice. He suggested the Service delay black duck seasons 1-2 weeks and use a mid-week opening to give local ducks more protection. He urged the Service to develop a way in which the views of non-hunters could be integrated into the process.

Bob Creeden, representing several waterfowl organizations in the mid-Atlantic and northeast portion of the Atlantic Flyway, supported recommendations by the Atlantic Flyway Council and the Service for a 30 day season and 3 bird daily bag, and expressed appreciation for the initiation of coordinated breeding population surveys across eastern Canada and northeastern U.S. in 1990. He regarded this action as historic and commended the Black Duck Joint Venture of the North American Waterfowl Management Plan for making it possible. He believed efforts to reduce the black duck harvest over the last 6 years has saved thousands of birds. He asked the Service to consider a system that would allow additional hunting days to account for the prohibition on Sunday hunting in several States. Also, he supported a special season on green-winged teal for 5 days from the late October to mid November in States from Virginia northward. He supported the Service's strategy on zones and split and for a "grandfather clause" and referred to the 1990's as the beginning of a new era for the Atlantic Flyway.

John M. Anderson, speaking on behalf of the National Audubon Society, urged maintaining nearly the same regulations that were in effect in 1989 because the status of ducks is similar to that of last year. He asked for continued use of the point system as an alternative option to the conventional bag limit for ducks, saying that it is a viable harvest management option that encourages hunters to identify ducks, but has an inherent reordering problem. He believes that the harvest rates on mallards have been reduced about as far as possible, and commended the States and Service for their efforts to do so. He said goose hunting regulations were generally appropriate but that some fine-tuning may be needed. He endorsed the special 9-day season on Tall Grass Prairie Canada geese in Louisiana and noted that tundra swan populations are nearing carrying capacity levels on breeding areas and current harvest levels appear appropriate.

Vernon Beville, representing the Mississippi Flyway Council, supported the recommendations of the Council for

the 1990-91 waterfowl hunting regulations. He commended the Service for stabilizing shooting hours and encouraged a similar review of framework dates. He supported the "point system" as a viable baglimit option and recommended the establishment of a joint State-Federal technical task force to review past studies and other pertinent information. He recommended that the Service work more closely with the Canadian Wildlife Service and the Province of Ontario to achieve greater consistency in harvest management actions for the Tennessee Valley Population of Canada geese throughout its range. He stated that the Council recognized that habitat improvement is a critical need in waterfowl management and looks forward to working with the Service on the North American Waterfowl Management Plan. He further advised the Service that the Council strongly opposes both the release of hand-reared mallards and other waterfowl and the expenditure of funds for research related to that practice.

Bill Montoya, representing the Central Flyway Council, expressed appreciation of the Council's input into the regulation-setting process, including consideration given to changes in frameworks for goose seasons and limits. He offered strong support for the "point system" option as a means of directing harvest at green-winged teal, gadwall, and shovelers. He asked the Service to investigate the return to the bag of an additional male mallard that was taken away in 1987. He stated that framework dates should not be used as a regulatory tool and asked the Service to work with the Flyway Councils to review the matter.

Larry Marcum, representing the Tennessee Wildlife Resources Agency, commented about proposed restrictions on the harvest of Tennessee Valley Population (TVP) Canada geese this year. He stated that the information indicating a need for restriction became available only recently, and that Tennessee felt the proposal to limit the Canada goose bag to one bird was too restrictive. He indicated that the TVP population has increased somewhat, that the most recent midwinter survey index was high, and that the production model for the TVP indicated a fall flight only about 10 percent lower than last year. He stated that Tennessee is concerned about TVP Canada geese, but felt the decision to restrict harvest was made too hurriedly. He said that the State's first recommendation was for no change in regulations from last year, but if a change was required, they

recommended an option of either 60 days with 2 birds daily or 70 days with 1 bird daily.

Joseph Rowan, representing Ducks Unlimited, presented his group's appraisal of habitat conditions, the status of breeding duck populations, and the fall flight in portions of Alaska, Canada, and the contiguous United States. He applauded efforts to improve data bases on ducks in the "unsurveyed" areas, supported restrictions on blue-winged teal, lesser scaup, and pintails, and announced the availability of the document "SPRIG" which is intended to advise managers how to better enhance habitats for pintails. With respect to the North American Waterfowl Management Plan, he urged that consideration should be given to reducing predation so as to improve recruitment among ducks that the stocking of hand-reared mallards not be a part of this international program.

Wayne Pacelle, representing The Fund for Animals, echoed the comments of John Grandy that the views of many groups receive less consideration than others. He stated that the hunting public is a tiny group yet dominates the management of waterfowl. He commented that swan seasons only catered to a small special interest group and called for a complete closure of waterfowl hunting.

Jim Phillips, a duck hunter, gave his perception of wildlife and waterfowl management, mainly since the 1930's, in light of the current status of ducks. He philosophized about the morality of waterfowl managers and wildlife administrators allowing hunting to continue while so many species of ducks are at or near record-low levels. He recommended closing the season until attaining a fall flight of 100 million ducks, an objective level in the "North American Waterfowl Management Plan."

Bob Jungman, representing the Wetland Habitat Alliance of Texas, noted that some species of ducks and most goose population levels are high. However, it was indicated that the long-term overall downward trend of ducks is a concern. In response to these levels, there has been a shortened duck season and a very low bag limit. This has caused a tremendous decrease in the number of waterfowl stamps sold and lower revenues for the procurement and development of waterfowl habitat. It was suggested that overly conservative bag limits severely limit federal and State stamp revenues and excise taxes which results in less habitat protection and development and contributes to lower population levels. He suggested

consideration of a 45-day, 5 duck bag, point system be offered. In this system the season would be closed for pintails, mottled ducks, mallard hens, and canvasback hens; 100 points for blue-winged teal, mallard drakes, canvasback drakes, and scaup; 50 points for wood ducks, wigeon, and redheads; the remainder—including green-winged teal, gadwalls, and shovelers—would have a point value of 20. For geese, the season would be 100 days with a bag of 7 snow geese, 2 white-fronted geese, and 1 Canada goose. It was also recommended that an early season be offered, as this season has benefits for ducks by encouraging habitat development. In dry years, habitat created by pumping water is a deterrent to the outbreak of disease. Also, because of that fact that male blue-winged teal migrate before females, the early teal season should be moved forward to provide additional protection to the female component. Wood ducks and black-bellied whistling ducks could be added to the early season bag because of their good population status. He encouraged continued enforcement of waterfowl regulations be done near the time of the offense, but opposed any further "sting" operations as were conducted during the 1988-89 season in Texas. Finally, it was suggested that the moratorium on the establishment of separate zones within a State and splits within its migratory waterfowl season should be abolished.

Written Comments Received

The preliminary proposed rulemaking which appeared in the *Federal Register* dated March 14, 1990 (55 FR 9618), opened the public comment period for late-season migratory game bird hunting regulations. As of July 27, 1990, the Service had received 61 comments, 31 of these specifically addressed late-season related issues. These late-season comments are summarized below and numbered in the order used in the March 14, 1990, *Federal Register*. Only the numbered items pertaining to late-season written comments are included.

1. Shooting Hours.

Written Comments: All four Flyway Councils, the State of Arkansas, a local organization from Massachusetts, and an individual from California supported the proposed shooting hours for ducks. An individual from Nevada recommended beginning shooting hours at 15 minutes before sunrise.

2. Frameworks for ducks in the conterminous United States—oustide dates, season length and bag limits.

a. Harvest Strategy—Two local organizations from Massachusetts, one local organization from New York, two

individuals from New York, and two individuals from New Jersey remarked that regulations were overly restrictive in the Atlantic Flyway. They believe the derivation of Atlantic Flyway harvest justifies separating the flyway's regulations from the conditions on the Prairie breeding grounds. One individual from California supported the proposed regulations for ducks, but asked that the Service not restrict harvest any further.

b. Framework Dates—The Upper Region Regulations Committee of the Mississippi Flyway Council and the Pacific Flyway Council recommended October 6 through January 6, the Lower Region Regulations Committee of the Mississippi Flyway Council recommended October 6 through January 13, the Atlantic Flyway Council recommended October 1 through January 12, while the Central Flyway Council recommended a floating framework of the Saturday nearest October 1 through the Sunday nearest January 20; which would be September 29 through January 20 during the 1990-91 season. The Councils stated that framework dates should not be used to control harvest and that the Service and Flyway Councils should investigate the possibility of standardizing framework dates during the coming year. The Atlantic Flyway Council stated that the earlier opening framework date would allow northern Atlantic Flyway States to open early to target ducks that are produced in the northeast United States and eastern Canada and would not impact ducks derived from the Prairie breeding grounds. The Service proposal is currently October 6 through January 6 for the 1990-91 duck season. This is a one-day, calendar related shift from 1989-90.

c. Season Length—The Atlantic Flyway Council, the Central Flyway Council, and the Upper and Lower Regulations Committees of the Mississippi Flyway Council recommended no change in season length for 1990-91. The Pacific Flyway Council recommended an additional day to accommodate split seasons that could open on Saturdays and close on Sundays. They cited that this would have no biological impact but would reduce hunter confusion. The Arkansas Game and Fish Commission requested that States be able to forfeit afternoons in exchange for additional mornings of duck hunting. Two local organizations from Massachusetts requested 40-day seasons; and one local organization and two individuals from New York remarked that the current 30-day season is unfair because they believe that most birds in the Atlantic Flyway originate from eastern Canada. One individual

from California and another individual from Wisconsin supported the proposed season lengths.

In a separate recommendation, the Atlantic Flyway recommended 5 additional days for green-winged teal only. This proposal came in the form of a special greenwing season with unspecified bag limits and season dates, in an unspecified portion of the Atlantic Flyway. The Council also recommended that the Service cooperate with the Council in developing more specific parameters by next year.

d. Closed Season—One individual from Texas preferred closure for the 1990-91 duck season.

e. Bag Limits—The Atlantic Flyway Council and the Upper Region Regulations Committee of the Mississippi Flyway Council recommended no change in bag limits. The Lower Region Regulations Committee of the Mississippi Flyway Council recommended no change in total ducks but recommended limiting the bag to include no more than one hen mallard or one black duck. The Central Flyway Council recommended no change in total ducks but recommended lifting the 2 drake mallard restriction in that flyway and allowing one canvasback in the bag. The Pacific Flyway also recommended no change in total ducks, but requested an additional pintail drake and an additional canvasback in the bag. One individual from New York supported the proposed bag limits and remarked that if adjustments were made he preferred additional days of hunting rather than an additional bird in the bag. An individual from California recommended a 5-bird bag with the only restriction being a limit of one pintail, while an individual from Oregon recommended that 2 pintail drakes be allowed. An individual from Wisconsin recommended that the bag limit be determined by the production anticipated.

Point System—There was no specific recommendation from the Mississippi Flyway Council's Committees, although they expect that the Service will continue to offer the same point values as were offered in 1989-90. The Central Flyway Council recommended a point system that would be more liberal than the conventional bag limit and more liberal than the point system of 1989-90. Their recommendation removed mergansers from the point system; added a canvasback as a 100-point-bird; changed the male mallard from a 50-point-bird to a 35-point-bird; and changed gadwall, northern shovelers, and green-winged teal from 35-point-

birds to 25-point-birds. One individual from Wisconsin recommended discontinuing the point system as an option.

7. *Extra Teal Option*: Two local organizations from Massachusetts and a local organization from New York recommended reinstatement of these bonus bags and a local organization from New Jersey recommended that the bonus be reinitiated during the last part of the early split-season. These local organizations believed that reinstatement was appropriate because greenwings are currently numerous.

9. *Special Scaup Season*: Two local organizations from Massachusetts requested reinstatement when population levels warrant. An individual from New York requested reinstatement claiming that there was no justification to discontinue these special seasons. One individual from Wisconsin opposed reinstatement of these special seasons due to the shortage of scaup.

10. *Extra Scaup Option*: Two local organizations from Massachusetts requested reinstatement when population levels warrant. One individual from Wisconsin opposed reinstatement of these special seasons due to the shortage of scaup.

11. *Mergansers*: Two local organizations from Massachusetts recommended that the merganser seasons be concurrent with the 107-day sea duck seasons.

12. *Canvasback and Redheads*: The Central Flyway Council recommended allowing a canvasback in both conventional and point system bags. The Pacific Flyway Council recommended increasing the bag from one to two canvasbacks for the majority of the Pacific Flyway, returning to the bag limit prior to the closed season in 1988. The Pacific Flyway Council further recommended no restrictions within the bag limit for Alaska, as was the case prior to the closed season in 1988. The Council cited the high population level for the Western Population of canvasbacks. One individual from Wisconsin recommended that the canvasback season be closed across the United States.

13. *Duck Zones*: The Pacific Flyway Council recommended a zone boundary change for the Northeast Zone of California and the creation of a new zone in Idaho. The Idaho Fish and Game Department supported the creation of another zone in Idaho. Two local organizations from Massachusetts, one local organization and four individuals from New Jersey, and two individuals from New York supported the proposal to maintain zoning as an option. They cite different migratory patterns, varied

ecological conditions, and different weather patterns within States. They further state that hunters have developed traditions associated with different zones and believe these are effective management tools. One individual from Oregon recommended north and south zones for that State. The Wisconsin Department of Natural Resources opposed a partial lift of the moratorium in 1990-91. The current proposal is for no change in zones for 1990-91 with changes being allowed in 1991-92 so long as they conform to Service guidelines.

The Delaware Department of Natural Resources recommended continuing the option of 3-way splits for those States that are currently either zoning or splitting their duck season into 3 segments. Two local organizations from Massachusetts, one local organization and two individuals from New Jersey, and one individual from New York supported the proposal to continue split seasons. An individual from Nevada recommended limiting hunting to Saturdays, Sundays, Wednesdays, and Holidays; while two local organizations from Massachusetts recommended allowing compensatory days for States that do not allow hunting on Sundays. One individual from Wisconsin opposed the proposal to allow split seasons.

14. *Frameworks for Geese and Brant in the Conterminous United States—Outside Dates, Season Length and Bag Limits*—a. *Atlantic flyway*—(1) Dark Geese. i. The Atlantic Flyway Council recommended extending the closing framework date in the Central Zone of Massachusetts from January 20 to January 31.

ii. The Atlantic Flyway Council recommended increasing the quota for the Georgia special season from 1150 to 2280 and allowing the 8-day season to be split into 2 equal segments.

iii. The Atlantic Flyway Council and the Pennsylvania Game Commission recommended increasing the bag limit for Canada geese in several western counties from 2 to 3 birds. The Service currently proposes to decrease the bag limit from two to one Canada goose in Erie, Mercer, Crawford, and Butler Counties due to concern about the Tennessee Valley Population of Canada geese.

(2) White Geese. i. The Atlantic Flyway Council recommended extending the white goose closing framework from January 31 to February 10 and increasing the season length from 90 to 107 days.

(3) Brant. i. The Atlantic Flyway Council recommended extending the closing framework date for brant from

January 20 to January 31 and increasing the bag limit from 2 to 4 brant.

b. *Mississippi Flyway*—(1) Dark Geese. i. The Lower Region Regulations Committee of the Mississippi Flyway Council recommended a 9-day special Canada goose season for Louisiana, which was also supported by the Arkansas Fish and Game Commission.

ii. The Upper and Lower Region Regulations Committee of the Mississippi recommended several liberalizations for the Mississippi Valley and Eastern Prairie Populations and several restrictions for the Tennessee Valley Population. The Service proposes additional restrictions for the Tennessee Valley Population which affect Alabama and a portion of Tennessee.

iii. The Arkansas Game and Fish Commission requested a boundary change for the special Canada goose area.

iv. An individual from California recommended increasing the quota for the Swan Lake Zone of Missouri.

(2) Light Geese. i. The Lower Region Regulation Committee of the Mississippi Flyway Council recommended extending the light goose closing framework from January 20 to February 14.

c. *Central Flyway*—(1) Dark Geese. i. The Central Flyway Council recommended extending the framework closing date to January 31 for western tier dark geese.

ii. The Central Flyway Council also recommended increasing the season length for western tier dark geese from 95 to 107 days, increasing the bag limit by one, and discontinuing the aggregate light/dark goose bag limit in three States. As an alternative, the Council recommended increasing the season length to 100 days, and increasing the bag limit by one, while retaining the aggregate light/dark goose bag limit in the three States.

(2) Light Geese. i. The Central Flyway Council recommended extending the western tier light goose closing framework from a floating date of the Sunday nearest February 15 to a fixed date of February 23.

ii. The Central Flyway Council also recommended increasing the season length for western tier light geese from 95 days to 107 days, increasing the bag limit to 5 for all areas, and discontinuing the aggregate light/dark goose bag limit in three States. As an alternative, they recommended increasing the season length to 100 days, increasing the bag limit to 5 for all areas, but retaining the aggregate light/dark goose bag limit in three States.

d. *Pacific Flyway*—(1) Dark Geese. i. The Pacific Flyway Council recommended increasing the season length for Rocky Mountain Population of Canada geese from 88 to 93 days while retaining the 93-day season for the Pacific Population of Canada geese.

ii. The Pacific Flyway Council and the California Fish and Game Department recommended modifying the boundaries of the goose closure zones in California to accommodate a limited season on western Canada geese in the southeast portion of the Sacramento Valley Area and a realignment of the boundaries in the San Joaquin Valley Area.

iii. The Pacific Flyway Council recommended a zone boundary change for the Northeast Zone of California.

15. *Tundra Swans*: An individual from Alaska and another from Ontario, Canada, supported the swan seasons, but recommended increased fees for permits and using the collected funds for increased research and habitat efforts. They further recommend that tissue samples be collected by permittees from each swan harvested for analysis of diet, disease, parasites, physical condition, and contaminants. One individual from Pennsylvania opposed swan hunting in that State.

17. *Coots*: The Pacific Flyway Council recommended that the frameworks be modified to allow hunting of coots, and moorhens and gallinules during the splits between duck seasons. Currently the coot, and moorhen and gallinule season must be concurrent with the duck season.

18. *Common Moorhens and Purple Gallinules*: The Pacific Flyway Council recommended that the frameworks be modified to allow hunting of coots, and moorhens and gallinules during the splits between duck seasons. Currently the coot, and moorhen and gallinule season must be concurrent with the duck season.

30 *Other*: Two local organizations from Massachusetts recommended initiating hunting seasons for cormorants to control depredation on fishery stocks.

Public Comment Invited

Based on the results of migratory game bird studies now in progress and having due consideration for any data or views submitted by interested parties, the possible amendments resulting from this supplemental rulemaking will specify open seasons, shooting hours and bag and possession limits for designated migratory game birds in the United States.

The Service intends that adopted final rules be as responsive as possible to all concerned interests, and therefore

desires to obtain for consideration the comments and suggestions of the public, other concerned governmental agencies, and private interests on these proposals. Such comments, and any additional information received, may lead to final regulations that differ from these proposals.

Special circumstances are involved in the establishment of these regulations which limit the amount of time that the Service can allow for public comment. Specifically, two considerations compress the time in which the rulemaking process must operate: (1) The need to establish final rules at a point early enough in the summer to allow affected State agencies to appropriately adjust their licensing and regulatory mechanisms; (2) the unavailability before mid-June of specific, reliable data on this year's status of some waterfowl and migratory shore and upland game bird populations. Therefore, the Service believes that to allow comment periods past the dates specified is contrary to the public interest.

Comment Procedure

It is the policy of the Department of the Interior, whenever practical, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may participate by submitting written comments to the Director (FWS/MBMO), U.S. Fish and Wildlife Service, Department of the Interior, room 634-Arlington Square, Washington, DC 20240. Comments received will be available for public inspection during normal business hours at the Service's office in room 634, Arlington Square Building, 4401 N. Fairfax Drive, Arlington, Virginia.

All relevant comments received during the comment period will be considered. The Service will attempt to acknowledge received comments, but substantive response to individual comments may not be provided.

Nontoxic Shot Regulations

Waterfowl hunters are advised to become familiar with State and local regulations regarding the use of nontoxic shot for waterfowl hunting.

NEPA Consideration

NEPA considerations are covered by the programmatic document, "Final Supplemental Environmental Impact Statement: Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds (FS-88-14)," filed with EPA on June 9, 1988. Notice of Availability was published in the *Federal Register* on June 16, 1988 (53

FR 22582). The Service's Record of Decision was published on August 18, 1988 (53 FR 31341). However, this programmatic document does not prescribe year-specific regulations, those are developed annually. The annual regulations and options were considered in the Environmental Assessment, Waterfowl Hunting Regulations for 1990. Copies of these documents are available from the Service at the address indicated under the caption **ADDRESSES**.

Endangered Species Act Consideration

On July 12, 1990, the Division of Habitat Conservation concluded that the proposed action is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of their critical habitats. On July 23, 1990, the Office of Migratory Bird Management requested reinitiation to further consider the effects of the increasing population of Aleutian Canada geese and the variable nature of incidental take of this species. On August 2, 1990, the Division of Habitat Conservation issued another biological opinion that addressed this issue. Hunting regulations are designed, among other things, to remove or alleviate chances of conflict between seasons for migratory game birds and the protection and conservation of endangered and threatened species and their habitats. The Service's biological opinions resulting from its consultation under section 7 are considered public documents and are available for inspection in the Division of Habitat Conservation and the Office of Migratory Bird Management, U.S. Fish and Wildlife Service, room 634, Arlington Square, 4401 N. Fairfax Drive, Arlington, Virginia.

Regulatory Flexibility Act, Executive Order 12291, and the Paperwork Reduction Act

In the *Federal Register* dated March 14, 1990 (55 FR 9618), the Service reported measures it had undertaken to comply with requirements of the Regulatory Flexibility Act and the Executive Order. These included preparing a Determination of Effects and revising the Final Regulatory Impact Analysis. In the August 14, 1990, *Federal Register* (55 FR 33264), the Service published a summary of the latter. These regulations have been determined to be major under Executive Order 12291 and they have a significant economic impact on substantial numbers of small entities under the Regulatory Flexibility Act. This determination is detailed in the aforementioned documents which are

available upon request from the Office of Migratory Bird Management, U.S. Fish and Wildlife Service, room 634-Arlington Square, Department of the Interior, Washington, DC 20240. These proposed regulations contain no information collections subject to Office of Management and Budget review under the Paperwork Reduction Act of 1980.

Memorandum of Law

The Service published its Memorandum of Law, required by Section 4 of Executive Order 12291, in the *Federal Register* dated August 14, 1990 (55 FR 33264).

Authorship

The primary author of this proposed rule is William O. Vogel, Office of Migratory Bird Management, working under the direction of Thomas J. Dwyer, Chief.

List of Subjects in 50 CFR Part 20

Exports, Hunting, Imports, Reporting and recordkeeping requirements, Transportation, Wildlife.

The rules that eventually will be promulgated for the 1990-91 hunting season are authorized under the Migratory Bird Treaty Act of July 3, 1918 (40 Stat. 755; 16 U.S.C. 701-711), and the Fish and Wildlife Improvement Act of 1978 (92 Stat. 3112; 16 U.S.C. 712).

Dated: August 10, 1990.

Bruce Blanchard,

Acting Director, Fish and Wildlife Service.

Proposed Regulations Frameworks for 1990-91 Late Hunting Seasons on Certain Migratory Game Birds

Pursuant to the Migratory Bird Treaty Act, and delegated authorities, the Director has approved frameworks for season lengths, shooting hours, bag and possession limits, and outside dates within which States may select seasons for hunting waterfowl and coots. Frameworks are summarized below.

General

Zoning: Seasons may be selected independently in existing zones. Zones are described for ducks and coots and for geese and brant in a later portion of this document.

Split season: Unless otherwise specified, States in all Flyways may split their season for ducks, geese, or brant into two segments. States in the Atlantic and Central Flyways may, in lieu of zoning, split the seasons into three segments. States in the Atlantic, Central, and Pacific Flyways, and identified States in the Mississippi Flyway, may split seasons into 2 segments in conjunction with zoning.

Exceptions are noted in appropriate sections.

Shooting and hawking hours: Unless otherwise specified, from one-half hour before sunrise to sunset daily, for all species and seasons, including falconry seasons.

Deferred season selections: States that did not select rail, woodcock, snipe, sandhill cranes, common moorhens and purple gallinules, and sea duck seasons in July should do so at the time they make their waterfowl selections.

Frameworks for open seasons and season lengths, bag and possession limit options, and other special provisions are listed below by Flyway.

Atlantic Flyway

The Atlantic Flyway includes Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, and West Virginia.

Ducks, Coots, and Mergansers

Hunting season: Not more than 30 days.

Outside dates: Between October 6, 1990, and January 6, 1991.

Duck limits: The daily bag limit is 3 and may include no more than 1 hen mallard, 2 wood ducks, 2 redheads, 1 black duck, 1 mottled duck, 1 pintail, and 1 fulvous tree duck. The possession limit is twice the daily bag limit.

Canvasbacks: The season on canvasbacks is closed.

Harlequin ducks: The season on harlequin ducks is closed.

Sea ducks: In all areas outside of special sea duck areas, sea ducks are included in the regular duck season daily bag and possession limits. However, during the regular duck season within the special sea duck areas, the sea duck bag and possession limits may be in addition to the regular duck bag and possession limits.

Merganser limits: The daily bag limit of mergansers is 5, only 1 of which may be a hooded merganser. The possession limit is twice the daily bag limit.

Coot limits: The daily bag and possession limits of coots are 15 and 30, respectively.

Lake Champlain Zone, New York: The waterfowl seasons, limits, and shooting hours shall be the same as those selected for the Lake Champlain Zone of Vermont.

Canada Geese

Season lengths, outside dates, and limits: Seasons in States, and independently in described goose management units within States, may be

as follows: (unless otherwise specified, possession limits are twice the daily bag limit).

Connecticut: North Zone—90 days between October 1 and January 31 with a bag limit of 3.

South Zone—a 90-day experimental season between October 1 and February 5 with a bag limit of 3 through January 14 and 5 thereafter.

Delaware: 60 days between October 31 and January 20 with a bag limit of 2.

Florida: Closed season.

Georgia: In specific areas, an 8-day experimental season may be split into 2 segments of 4 days each between November 15 and February 5 with a limit of one Canada goose per season.

Maine: 70 days between October 1 and January 20 with a bag limit of 3.

Maryland: 60 days between October 31 and January 20 with a bag limit of 2.

Massachusetts: 70 days between October 1 and January 20 in the Berkshire and Coastal Zones, and between October 1 and January 31 in the Central Zone, with a bag limit of 3. In addition, a special 16-day season for resident Canada geese may be held in the Coastal Zone during January 21 to February 5 with a daily bag limit of 5.

New Hampshire: 70 days between October 1 and January 20 with a bag limit of 3.

New Jersey: 90 days between October 1 and January 31 with a bag limit of 1 through October 15 and 3 thereafter.

New York: 90 days between October 1 and January 31 with a bag limit of 1 through October 15 and 3 thereafter.

North Carolina: East of I-95—11 days between January 20 and January 31 with a bag limit of 1.

West of I-95—Closed.

Pennsylvania: Southeast Zone—90 days between October 1 and January 31 with a bag limit of 1 through October 15 and 3 thereafter.

Remainder of State—70 days between October 1 and January 20 with a bag limit of 3, except in Erie, Mercer, Butler, and Crawford Counties in which the bag limit is 1.

Rhode Island: 90 days between October 1 and January 31 with a bag limit of 3.

South Carolina: 11 days between January 20 and January 31 with a bag limit of 1.

Vermont: 70 days between October 1 and January 20 with a bag limit of 3.

Virginia: Back Bay—11 days between January 20 and January 31 with a bag limit of 1.

Remainder—60 days between October 31 and January 20 with a bag limit of 2.

West Virginia: 70 days between October 1 and January 20 with a bag limit of 3.

White Geese

Definition: For purpose of hunting regulations listed below, the collective term "white" geese includes lesser snow (include blue) geese, greater snow geese, and Ross' geese.

Season lengths, outside dates, and limits: States may select a 107-day season between October 1, 1990, and February 10, 1991, with daily bag and possession limits of 5 and 10, respectively.

Atlantic Brant

Season lengths, outside dates, and limits: States may select a 50-day season between October 1, 1990, and January 20, 1991, with daily bag and possession limits of 2 and 4, respectively.

Mississippi Flyway

The Mississippi Flyway includes Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Ohio, Tennessee, and Wisconsin.

Ducks, Coots, and Mergansers

Hunting seasons: Not more than 30 days.

Outside dates: Between October 6, 1990, and January 6, 1991.

Duck limits: The daily bag limit is 3, and may include no more than 2 mallards (no more than 1 of which may be a female), 1 black duck, 1 pintail, 2 wood ducks, and 1 redhead. The possession limit is twice the daily bag limit.

As an alternative to conventional bag limits for ducks and mergansers, a point system for bag and possession limits may be selected. Point values are as follows:

100 points—female mallard, pintail, black duck, redhead, hooded merganser

50 points—male mallard, wood duck

35 points—all other ducks and mergansers.

Under the point system, the daily bag limit is reached when the point value of the last bird taken, added to the sum of point values of all other birds already taken during that day, reaches or exceeds 100 points. The possession limit is the maximum number of birds that legally could have been taken in 2 days.

Canvasbacks: The season on canvasbacks is closed.

Merganser limits: Under the conventional bag limit option only, a daily bag limit of 5 mergansers may be taken, only 1 of which may be a hooded

merganser. The possession limit is twice the daily bag limit.

Coot limits: The daily bag and possession limits are 15 and 30, respectively.

Zoning: Alabama, Illinois, Indiana, Iowa, Louisiana, Michigan, Missouri, Ohio, Tennessee, and Wisconsin may select hunting seasons for ducks, coots and mergansers by zones. The season may be split into 2 segments in each zone in Indiana, Iowa, Louisiana, Michigan, Missouri, Ohio, and Tennessee and in the south zones of Alabama and Wisconsin.

Pymatuning Reservoir Area, Ohio: The waterfowl seasons, limits and shooting hours shall be the same as those selected in the adjacent portion of Pennsylvania.

Lower St. Francis River Area, Missouri: The waterfowl seasons, limits, and shooting hours shall be the same as those selected by Arkansas.

Geese

Definition: For the purpose of hunting regulations listed below, the collective terms "dark" and "light" geese include the following species:

Dark geese—Canada geese, white-fronted geese, and brant.

Light geese—lesser snow (include blue) geese, greater snow geese, and Ross' geese.

Season lengths, outside dates, and limits: States may select seasons for geese not to exceed 70 days for dark geese between the Saturday nearest October 1 (September 29, 1990), and the Sunday nearest January 20 (January 20, 1991), except in Kentucky, Arkansas, Tennessee, Mississippi, and Alabama where the closing date is January 31, and 80 days for light geese between the Saturday nearest October 1 (September 29, 1990), and February 14, 1991. The daily bag limit is 7 geese, to include no more than 3 Canada and 2 white-fronted geese. The possession limit is twice the daily bag limit. Specific regulations for Canada geese and exceptions to the above general provisions are shown below by State.

Alabama: Seasons for geese may be selected by zones established for duck hunting seasons. The season for Canada geese may extend for 50 days. Canada goose limits are 2 daily and 4 in possession.

Arkansas: The season for Canada geese may extend for 23 days. Limits are 1 Canada goose daily and 2 in possession.

Illinois: The total harvest of Canada geese in the State will be limited to 142,200 birds. In the:

(a) **Southern Illinois Quota Zone**—The season for Canada geese may continue

to January 24 and will close after 70 days or when 71,100 birds have been harvested, whichever occurs first. Limits are 3 Canada geese daily and 10 in possession. If any of the following conditions exist after December 20, 1990, the State, after consultation with the Service, will close the season by emergency order with 48 hours notice:

1. 10 consecutive days of snow cover, 3 inches or more in depth.

2. 10 consecutive days of daily high temperatures less than 20 degree F.

3. Average body weights of adult female geese less than 3,200 grams as measured from a weekly sample of a minimum of 50 geese.

4. Starvation or a major disease outbreak resulting in observed mortality exceeding 500 birds per day for 10 consecutive days, or a total mortality exceeding 5,000 birds in 10 days, or a total mortality exceeding 10,000 birds.

(b) **Rend Lake Quota Zone**—The season for Canada geese will close after 70 days or when 21,300 birds have been harvested, whichever occurs first. Limits are 3 Canada geese daily and 10 in possession.

(c) **Tri-County Zone**—The season for Canada geese may not exceed 50 days. Limits are 2 Canada geese daily and 10 in possession.

(d) **Remainder of State**—Seasons for Canada geese up to 70 days may be selected by zones established for duck hunting seasons. Limits are 3 Canada geese daily and 10 in possession.

Indiana: The total harvest of Canada geese in the State will be limited to 54,550 birds. In:

(a) **Posey County**—The season for Canada geese will close after 70 days or when 15,900 birds have been harvested, whichever occurs first. Limits are 3 Canada geese daily and 6 in possession. The season for all geese may extend to January 31, 1991.

(b) **Remainder of the State**—The season for Canada geese may extend for 70 days. Limits are 2 Canada geese daily and 4 in possession.

Iowa: The season may extend for 70 days. Limits are 2 Canada geese daily and 4 in possession. The season for geese in the Southwest Goose Zone may be held at a different time than the season in the remainder of the State.

Kentucky: In the:

(a) **Western Zone**—The season for Canada geese may extend for 70 days, and the harvest will be limited to 43,200 birds. Of the 43,200-bird quota, 28,000 birds will be allocated to the Ballard Reporting Area and 8,200 birds will be allocated to the Henderson/Union Reporting Area. If the quota in either reporting area is reached prior to

completion of the 70-day season, the season in that reporting area will be closed. If this occurs, the season in those counties and portions of counties outside of, but associated with, the respective subzone (listed in State regulations) may continue for an additional 7 days, not to exceed a total of 70 days. The season in Fulton County may extend to February 15, 1991. Limits are 3 Canada geese daily and 6 in possession.

(b) *Remainder of the State*—The season may extend for 70 days. Limits are 1 Canada goose daily and 2 in possession.

Louisiana: Louisiana may hold 80-day seasons on light geese and 70-day seasons on white-fronted geese and brant between the Saturday nearest October 1 (September 29, 1990), and February 14, 1991, by zones established for duck hunting seasons. The daily bag limit is 7 geese, to include no more than 2 white-fronted geese, except as noted below. In the Southwest Zone, an experimental 9-day season for Canada geese may be held during January 23–31, 1991. During the experimental season, the daily bag limit for Canada and white-fronted geese in the Southwest Zone is 2, no more than 1 of which may be a Canada goose. In all seasons, the possession limit is twice the daily bag limit. Hunters participating in the experimental Canada goose season must possess a special permit issued by the State.

Michigan: The total harvest of Canada geese in the State will be limited to 140,000 birds. In the:

(A) *North Zone*: (1) *West of Forest Highway 13*—The framework opening date for all geese is September 22 and the season for Canada geese may extend for 70 days, except in the Superior Counties Goose Management Unit (GMU), where the season will close after 70 days or when 25,000 birds have been harvested, whichever occurs first. Limits are 3 Canada geese daily and 6 in possession.

(2) *Remainder of North Zone*—The framework opening date for all geese is September 26 and the season for Canada geese may extend for 50 days. Limits are 2 Canada geese daily and 4 in possession.

(b) *Middle Zone*—The season for Canada geese may extend for 50 days. Limits are 2 Canada geese daily and 4 in possession.

(c) *South Zone*: (1) *Allegan County GMU*—The season for Canada geese will close after 55 days or when 5,500 birds have been harvested, whichever occurs first. Limits are 1 Canada goose daily and 2 in possession.

(2) *Muskegon Wastewater GMU*—The season for Canada geese will close after 50 days or when 700 birds have been harvested, whichever occurs first. Limits are 2 Canada geese daily and 4 in possession.

(3) *Saginaw County GMU*—The season for Canada geese will close after 50 days or when 4,500 birds have been harvested, whichever occurs first. Limits are 1 Canada goose daily and 2 in possession.

(4) *Fish Point GMU*—The season for Canada geese will close after 50 days or when 2,500 birds have been harvested, whichever occurs first. Limits are 1 Canada goose daily and 2 in possession.

(5) *Remainder of South Zone*: (i) *West of U.S. Highway 27/127*—The season for Canada geese may extend for 50 days. Limits are 2 Canada geese daily and 4 in possession.

(ii) *East of U.S. Highway 27/127*—The season for Canada geese may extend for 40 days. Limits are 1 Canada goose daily and 2 in possession.

(d) *Southern Michigan GMU*—A late Canada goose season of up to 30 days may be held between January 5 and February 3, 1991. Limits are 2 Canada geese daily and 4 in possession.

Minnesota: In the:

(a) *West Central Goose Zone*—The season for Canada geese may extend for 40 days. In the Lac Qui Parle Goose Zone the season will close after 40 days or when a harvest of 6,000 birds has been achieved, whichever occurs first. Throughout the West-Central Zone, limits are 1 Canada goose daily and 2 in possession.

(b) *Southeast Goose Zone*—The season for Canada geese may extend for 70 consecutive days. Limits are 2 Canada geese daily and 4 in possession. In selected areas of the Metro Goose Management Block and in Olmsted County, experimental 10-day late seasons may be held during December to harvest Giant Canada geese. During these seasons, limits are 2 Canada geese daily and 4 in possession.

(c) *Remainder of the State*—The season for Canada geese may extend for 50 days. Limits are 2 Canada geese daily and 4 in possession.

Mississippi: The season for Canada geese may extend for 70 days. Limits are 3 Canada geese daily and 6 in possession.

Missouri: In the:

(a) *Swan Lake Zone*—The season for Canada geese closes after 50 days or when 10,000 birds have been harvested, whichever occurs first. Limits are 2 Canada geese daily and 4 in possession.

(b) *Southeast Zone*—A 50-day season on Canada geese may be selected, with

limits of 2 Canada geese daily and 4 in possession.

(c) *Remainder of the State*—The season for Canada geese may extend for 50 days in the respective goose hunting zones. Limits are 2 Canada geese daily and 4 in possession.

Ohio: The season may extend for 70 days with limits of 2 Canada geese daily and 4 in possession, except in the counties of Ashtabula, Trumbull, Ottawa, and that portion of Lucas County east of the Maumee River, where the limits will be 1 Canada goose daily and 2 in possession.

Tennessee: In the:

(a) *Northwest Tennessee Zone*—The season for Canada geese may extend for 70 days, and the harvest will be limited to 16,500 birds. Of the 16,500 bird quota, 11,500 birds will be allocated to the Reelfoot Quota Zone. If the quota in the Reelfoot Quota Zone is reached prior to completion of the 70-day season, the season in the quota zone will be closed. If this occurs, the season in the remainder of the Northwest Tennessee Zone may continue for an additional 7 days, not to exceed to total of 70 days. The season may extend to February 15, 1991. Limits are 3 Canada geese daily and 6 in possession.

(b) *Southwest Tennessee Zone*—The season for Canada geese may extend for 30 days, and the harvest will be limited to 1,500 birds. Limits are 2 Canada geese daily and 4 in possession.

(c) *Kentucky Lake Zone*—The season for Canada geese may extend for 50 days. Limits are 2 Canada geese daily and 4 in possession.

(d) *Remainder of the State*—The season for Canada geese may extend for 70 days. Limits are 2 Canada geese daily and 4 in possession.

Wisconsin: The framework opening date for all geese is September 22. The total harvest of Canada geese in the State will be limited to 200,000 birds. In the:

(a) *Horicon Zone*—The harvest of Canada geese is limited to 144,800 birds. The season may not exceed 77 days. All Canada geese harvested must be tagged and the total number of tags issued will be limited so that the quota of 144,800 birds is not exceeded. Limits are 2 Canada geese daily and 10 in possession.

(b) *Theresa Zone*—The harvest of Canada geese is limited to 6,000 birds. The season may not exceed 70 days. Limits are 1 Canada goose per permittee per 5-day period and 6 for the entire season.

(c) *Pine Island Zone*—The harvest of Canada geese is limited to 1,000 birds. The season may not exceed 70 days. All

Canada geese harvested must be tagged. Limits are 2 Canada geese daily and 5 for the entire season.

(d) *Collins Zone*—The harvest of Canada geese is limited to 3,700 birds. The season may not exceed 70 days. All Canada geese harvested must be tagged. Limits are 2 Canada geese daily and 5 for the entire season.

(e) *Exterior Zone*—The harvest of Canada geese is limited to 40,000 birds. The season may not exceed 70 days, except as noted below. Limits are 1 Canada goose daily and 2 in possession through October 5, and 2 daily and 4 in possession thereafter, except as noted below. In the Mississippi River Subzone, the season for Canada geese may extend for 70 days. Limits are 1 Canada goose daily and 2 in possession through October 5, and 2 daily and 4 in possession thereafter. In the Brown County Subzone, a special late season to control local populations of giant Canada geese may be held during December 1-31. The daily bag and possession limits during this special season are 3 and 6 birds, respectively. In the Rock Prairie Subzone, a special late season to harvest giant Canada geese may be held between November 5 and December 9. During this late season, limits are 1 Canada goose daily and 2 in possession. The progress of the harvest in the Exterior Zone must be monitored, and the zone's season closed, if necessary, to insure that the harvest does not exceed the limit stated above.

Additional Limits: In addition to the harvest limits stated for the respective zones above, an additional 4,000 Canada geese in the Horicon Zone and 500 in the Theresa Zone may be taken under special agricultural permits.

Illinois, Indiana, Kentucky, Missouri, and Tennessee Quota Zone Closures: When it has been determined that the quota of Canada geese allotted to the Southern Illinois Quota Zone, the Rend Lake Quota Zone in Illinois, Posey County in Indiana, the Ballard and Henderson-Union Subzones in Kentucky, the Swan Lake Zone in Missouri, and the Reelfoot Subzone in Tennessee will have been filled, the season for taking Canada geese in the respective area will be closed by the Director upon giving public notice through local information media at least 48 hours in advance of the time and date of closing, or by the State through State regulations with such notice and time (not less than 48 hours) as they deem necessary.

Shipping restrictions: In Illinois and Missouri, and in the Kentucky counties of Ballard, Hickman, Fulton, and Carlisle, geese may not be transported,

shipped or delivered for transportation or shipment by common carrier, the Postal Service, or by any person except as the personal baggage of licensed waterfowl hunters, provided that no hunter shall possess or transport more than the legally-prescribed possession limit of geese. Geese possessed or transported by persons other than the taker must be labeled with the name and address of the taker and the date taken.

Central Flyway

The Central Flyway includes Colorado (east of the Continental Divide), Kansas, Montana (Blaine, Carbon, Fergus, Judith Basin, Stillwater, Sweetgrass, Wheatland and all counties east thereof), Nebraska, New Mexico (east of the Continental Divide except the Jicarilla Apache Indian Reservation), North Dakota, Oklahoma, South Dakota, Texas, and Wyoming (east of the Continental Divide).

Ducks (Including Mergansers) and Coots

Hunting seasons: Seasons in the High Plains Mallard Management Unit, roughly defined as that portion of the Central Flyway which lies west of the 100th meridian, may include no more than 51 days, provided that the last 12 days may start no earlier than the Saturday or Monday closest to December 10 (December 8, 1990). Seasons in the Low Plains Unit may include no more than 39 days.

Outside dates: October 6, 1990, through January 6, 1991.

Duck limits: The daily bag limit is 3, including no more than 2 mallards, no more than 1 of which may be a female, 1 mottled duck, 1 pintail, 1 redhead, and 2 wood ducks. The possession limit is twice the daily bag limit.

As an alternative to conventional bag limits for ducks and mergansers, a point system for bag and possession limits may be selected. Point values are as follows:

100 points—female mallard, pintail, redhead, hooded merganser, mottled duck.

50 points—male mallard, wood duck.

35 points—All other ducks and mergansers.

Under the point system, the daily bag limit is reached when the point value of the last bird taken, added to the sum of point value of all other birds already taken during that day, reaches or exceeds 10 points. The possession limit is the maximum number of birds that legally could have been taken in 2 days.

Canvasbacks: The season on canvasbacks is closed.

Merganser limits: Under the conventional bag limit option only, a daily bag limit of 5 mergansers may be taken, only 1 of which may be a hooded merganser. The possession limit is twice the daily bag.

Coot limits: The daily bag and possession limits are 15 and 30, respectively.

Geese

Definitions: In the Central Flyway, "geese" includes all species of geese and brant, "dark geese" includes Canada and white-fronted geese and black brant, and "light geese" includes all others.

Season lengths, outside dates, and limits: The Saturday nearest October 1 (September 29, 1990), through January 20, 1991, for dark geese and the Saturday nearest October 1 (September 29, 1990), through the Sunday nearest February 15 (February 17, 1991), except in New Mexico where the closing date is February 28 for light geese. Seasons in States, and independently in described goose management units within States, may be as follows (unless otherwise specified, possession limits are twice the daily bag limit):

Colorado: No more than 100 days with a daily bag limit of 5 geese that may include no more than 3 dark geese.

Kansas: For dark geese, no more than 72 days with daily bag limits of 2 Canada geese or 1 Canada goose and 1 white-fronted goose through November 25 and no more than 1 Canada goose and 1 white-fronted goose during the remainder of the season.

For Light Goose Unit 1, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

For Light Goose Unit 2, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

Montana: No more than 100 days with daily bag limits of 2 dark geese and 5 light geese in Sheridan County and 4 dark geese and 5 light geese in the remainder of the Central Flyway portion of the State.

Nebraska: For dark geese in the North Unit, no more than 79 days with daily bag limits of 1 Canada goose and 1 white-fronted goose through the Saturday nearest November 15 (November 17, 1990), and no more than 2 Canada geese or 1 Canada goose and 1 white-fronted goose for the remainder of the season.

For dark geese in the East Unit, no more than 72 days with daily bag limits of 2 Canada geese or 1 Canada goose and 1 white-fronted goose through November 18 and no more than 1

Canada goose and 1 white-fronted goose for the remainder of the season.

For dark geese in the West Unit, no more than 72 days with daily bag limits of 2 Canada geese or 1 Canada goose and 1 white-fronted goose through November 18 and no more than 1 Canada goose and 1 white-fronted goose for the remainder of the season.

For light geese, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

New Mexico: For dark geese, no more than 100 days with a daily bag limit of 3.

For light geese in the Rio Grande Valley Unit, no more than 107 days with a daily bag limit of 5 and a possession limit of 10.

For light geese in the remainder of the Central Flyway portion of New Mexico, no more than 100 days with a daily bag limit of 5.

North Dakota: For dark geese, no more than 72 days with daily bag limits of 1 Canada goose and 1 white-fronted goose or 2 white-fronted geese until the Saturday nearest October 30 (October 27, 1990), and no more than 2 dark geese during the remainder of the season.

For light geese, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

Oklahoma: For dark geese, no more than 72 days with a daily bag limit of 2 Canada geese or 1 Canada goose and 1 white-fronted goose.

For light geese, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

South Dakota: For dark geese in the Missouri River Unit, no more than 79 days with daily bag limits of 1 Canada goose and 1 white-fronted goose through the Saturday nearest November 15 (November 17, 1990), and no more than 2 Canada geese or 1 Canada goose and 1 white-fronted goose for the remainder of the season.

For dark geese in the remainder of the State, no more than 72 days with a daily bag limit of 1 Canada goose and 1 white-fronted goose.

For light geese, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

Texas: West of U.S. 81, no more than 100 days with a daily bag limit of 5 geese which may include no more than 3 dark geese.

For dark geese east of U.S. 81, no more than 72 days with a daily bag limit of 1 Canada goose and 1 white-fronted goose.

For light geese east of U.S. 81, no more than 100 days with a daily bag limit of 5 or no more than 86 days with a daily bag of 7.

Wyoming: No more than 100 days with a daily bag limit of 5.

Pacific Flyway

The Pacific Flyway includes Arizona, California, Colorado (west of the Continental Divide), Idaho, Montana (including and to the west of Hill, Chouteau, Cascade, Meagher and Park Counties), Nevada, New Mexico (the Jicarilla Apache Indian Reservation and west of the Continental Divide), Oregon, Utah, Washington, and Wyoming (west of the Continental Divide including the Great Divide Basin).

Ducks, Coots, and Common Moorhens

Hunting seasons: Concurrent 59-day seasons on ducks (including mergansers), coots, and common moorhens may be selected except as subsequently noted. In the Columbia Basin Mallard Management Unit the seasons may be an additional 7 days. In those States or zones that split their season on ducks, the season on coots and common moorhens may be between the outside dates for the season on ducks, but not to exceed 93 days.

Outside dates: Between October 6, 1990, and January 6, 1991.

Duck and merganser limits: The basic daily bag limit is 4 ducks, including no more than 3 mallards, no more than 1 of which may be a female, 1 pintail, and either 2 canvasbacks, 2 redheads or 1 of each. The possession limit is twice the daily bag limit.

Coot and common moorhen limits: The daily bag and possession limits of coots and common moorhens are 25, singly or in the aggregate.

Colorado River Zone, California: Duck, coot, and common moorhen season dates shall coincide with season dates selected by Arizona.

Geese (Including Brant)

Season lengths, outside dates, and limits: Except as subsequently noted, 93-day seasons may be selected, with outside dates between the Saturday closest to October 1 (September 29, 1990), and Sunday closest to January 20 (January 20, 1991), and the basic daily bag and possession limits are 6 geese, provided that the daily bag limit includes no more than 3 white geese (including snow, blue, and Ross) and 3 dark geese (all other species of geese including brant). In only California, Oregon, and Washington, limits for brant are 2 per day and 4 in possession and additional to dark goose limits; and the open season on brant in those States may differ from that for other geese.

Aleutian Canada goose closure: There will be no open season on Aleutian Canada geese. Emergency closures may be invoked for all Canada geese should Aleutian Canada goose distribution

patterns or other circumstances justify such actions.

Cackling Canada goose closure: There will be no open season on cackling Canada geese in California, Oregon, and Washington.

Arizona: The daily bag and possession limits for dark geese may not include more than 2 Canada geese.

California: Northeastern Zone—White-fronted geese may be taken only during the first 23 days of such season. Limits may not include more than 3 geese per day and 0 in possession, of which not more than 1 white-fronted goose or 2 Canada geese shall be in the daily bag limits and not more than 2 white-fronted geese and 4 Canada geese shall be in possession.

Colorado River Zone—The season must be the same as that selected by Arizona. The daily bag and possession limits for dark geese may not include more than 2 Canada geese.

Southern Zone—The daily bag and possession limits for dark geese may not include more than 2 Canada geese, except in that portion of California Department of Fish and Game District 22 within the southern zone (i.e., Imperial Valley) where daily bag and possession limits for Canada geese are 1 and 2, respectively.

Balance-of-the-State Zone—A 79-day season may be selected, except that white-fronted geese may be taken during only the first 65 days of such season. Limits may not include more than 3 geese per day and in possession, of which not more than 1 may be a dark goose. The dark goose limits may be expanded to 2 provided that they are Canada geese.

Three areas in the Balance-of-the-State Zone, described as follows, are restricted in the hunting of certain geese:

(1) In the counties of Del Norte and Humboldt there will be no open season for Canada geese.

(2) In the Sacramento Valley Area, the season on white-fronted geese must end on or before November 30, 1990, and, except in the Western Canada Goose Hunt Area, there will be no open season for Canada geese. In the Western Canada Goose Hunt Area, the take of Canada geese other than Cackling and Aleutian Canada geese is allowed.

(3) In the San Joaquin Valley Area, the hunting season for Canada geese will close no later than November 23, 1990.

Brant Season: A statewide, 30-consecutive-day season on brant may be selected. **Colorado:** The season must end on or before the second Sunday in January (January 13, 1991). The daily bag and possession limits for dark geese

may not include more than 2 and 4 Canada geese, respectively.

Idaho: 10 Northern Counties Area—Daily bag and possession limits may not include more than 3 and 6 geese, respectively.

Southwestern Area—The season must end on or before the first Sunday in January (January 6, 1991) with bag and possession limits of 3 and 6 geese, respectively, and may not include more than 2 and 4 Canada geese, respectively.

Southeastern Area, including the Ft. Hall-American Falls Zone—The season must end on or before the second Sunday in January (January 13, 1991) and bag and possession limits of 3 and 6 geese, respectively, to include no more than 2 and 4 Canada geese, respectively.

Montana: East of Divide Zone—The season must end on or before the second Sunday in January (January 13, 1991).

West of Divide Zone—The season must end on or before the first Sunday in January (January 6, 1991). Daily bag and possession limits on dark geese may not include more than 2 and 4 Canada geese, respectively.

Nevada: Clark County Zone—Daily bag and possession limits of dark geese may not include more than 2 Canada geese.

Elko County, and that portion of Ruby Lake National Wildlife Refuge in White Pine County Zone and in the Remainder-of-the-State Zone—Daily bag and possession limits of dark geese may not include more than 2 and 4 Canada geese, respectively.

New Mexico: The daily bag and possession limits for dark geese may not include more than 2 Canada geese.

Oregon: Eastern Zone—In the Columbia Basin Goose Area, the season may be an additional 7 days.

Western Zone—In the Special Canada Goose Management Area except for designated areas, there shall be no open season on Canada geese. In those designated areas, seasons must end upon attainment of their individual quotas which collectively equal 210 dusky Canada geese. Hunting of Canada geese in those designated areas shall only be by hunters possessing a State-issued permit authorizing them to do so.

Baker and Malheur Counties Zone—The season must end on or before the first Sunday in January (January 6, 1991). Bag and possession limits of dark geese may not include more than 2 and 4 Canada geese, respectively.

Lake and Klamath Counties Zone—White-fronted geese may not be taken before November 1 during the regular goose season.

Brant Season—A 16-consecutive-day season on brant may be selected.

Utah: Washington County Zone—The season must end on or before the Sunday closest to January 20 (January 20, 1991). The daily bag and possession limits for dark geese may not include more than 2 Canada geese.

Remainder-of-the-State Zone—The season must end on or before the second Sunday in January (January 13, 1991). The daily bag and possession limits for dark geese may not include more than 2 and 4 Canada geese, respectively. In Cache County, the combined special September Canada goose season and the regular goose season shall not exceed 93 days.

Washington: Daily bag and possession limits are 3 and 6 geese.

Eastern Zone—In the Columbia Basin Goose Area, the season may be an additional 7 days.

Western Zone—In the Lower Columbia River Special Canada Goose Management Area, except for designated areas, there shall be no open season on Canada geese must end upon attainment of individual quotas which collectively will equal 90 dusky Canada geese. Hunting of Canada geese in those designated areas shall only be by hunters possessing a State-issued permit authorizing them to do so.

Brant Season—A 16-consecutive-day season on brant may be selected.

Wyoming: In Lincoln, Sweetwater, and Sublette Counties, the combined special September Canada goose seasons and the regular goose season shall not exceed 93 days. The season must end on or before the second Sunday in January (January 13, 1991).

Tundra Swans

In Montana, Nevada, New Jersey, North Carolina, North Dakota, South Dakota, Utah, and Virginia; an open season for taking a limited number of tundra swans may be selected. Permits will be issued by the States and will authorize each permittee to take no more than 1 tundra swan per season. These seasons will be subject to the following conditions:

In the Atlantic Flyway

- The season will be experimental.
- The season may be 90 days, must occur during the white goose season, but may not extend beyond January 31.

- The States must obtain harvest and hunter participation data.

- In New Jersey, no more than 200 permits may be issued.

- In North Carolina, no more than 6,000 permits may be issued.

- In Virginia, no more than 600 permits may be issued.

In the Central Flyway

- In the Central Flyway portion of Montana, no more than 500 permits may be issued. The season must run concurrently with the season for taking geese.

- In North Dakota, no more than 1,000 permits may be issued. The season must run concurrently with the season for taking light geese.

- In South Dakota, no more than 500 permits may be issued. The season must run concurrently with the season for taking light geese.

In the Pacific Flyway:

- A 93-day season may be selected between the Saturday closest to October 1 (September 30, 1990), and the Sunday closest to January 20 (January 21, 1991). Seasons may be split into 2 segments.

- The States must obtain harvest and hunter participation data.

- In Utah, no more than 2,500 permits may be issued.

- In Nevada, no more than 650 permits may be issued. Permits will be valid for Churchill, Lyon, or Pershing Counties.

- In the Pacific Flyway portion of Montana, no more than 500 permits may be issued. Permits will be valid for Cascade, Hill, Liberty, Pondera, Teton, or Toole Counties.

Special Falconry Frameworks

Falconry is a permitted means of taking migratory game birds in any State meeting Federal falconry standards in 50 CFR 21.29(k). These States may select an extended season for taking migratory game birds in accordance with the following:

Extended seasons: For all hunting methods combined, the combined length for the extended season, regular season, and any special or experimental seasons shall not exceed 107 days for any species or group of species in a geographical area. Each extended season may be divided into a maximum of 3 segments.

Framework dates: Seasons must fall between September 1, 1990 and March 10, 1991.

Daily bag and possession limits: Falconry daily bag and possession limits for all permitted migratory game birds shall not exceed 3 and 6 birds, respectively, singly or in the aggregate, during extended falconry seasons, any special or experimental seasons, and regular hunting seasons in all States, including those that do not select an extended season.

Regular seasons: General hunting regulations, including seasons and hours, apply to falconry in each State listed in 50 CFR 21.29(k). Regular season

bag and possession limits do not apply to falconry. The falconry bag limit is not in addition to gun limits.

Note: Total season length for all hunting methods combined shall not exceed 107 days for any species or group of species in one geographical area. The extension of this framework to include the period September 1, 1990-March 10, 1991, and the option to split the extended falconry season into a maximum of 3 segments are considered tentative, and may be evaluated in cooperation with States offering such extensions after a period of several years.

Area, Unit and Zone Descriptions

Ducks

Atlantic Flyway

Connecticut—North Zone: That portion of the State north of I-95.

South Zone: That portion of the State south of I-95.

Maine—North Zone: Game Management Zones 1 through 5.

South Zone: Game Management Zones 6 through 8.

Massachusetts—Berkshire Zone: That portion of the State west of a line extending from the Vermont line at Interstate 91, south to Route 9, west on Route 9 to Route 10, south on Route 10 to Route 202, south on Route 202 to the Connecticut line.

Central Zone: That portion of the State east of the Berkshire Zone and west of a line extending from the New Hampshire line at Interstate 95 south to Route 1, south on Route 1 to I-93, south on I-93 to Route 3, south on Route 3 to Route 6, west on Route 6 to Route 28, west on Route 28 to I-195, west to the Rhode Island line. Except the waters, and the lands 150 yards along the high-water mark, of the Assonet River to the Route 24 bridge, and the Taunton River to the Center St.-Elm St. bridge shall be in the Coastal Zone.

Coastal Zone: That portion of Massachusetts east and south of the Central Zone.

New Hampshire—Coastal Zone: That portion of the State east of a boundary formed by State Highway 4 beginning at the Maine-New Hampshire line in Rollinsford west to the city of Dover, south to the intersection of State Highway 108, south along State Highway 108 through Madbury, Durham and Newmarket to the junction of State Highway 85 in Newfields, south to State Highway 101 in Exeter, east to State Highway 51 (Exeter-Hampton Expressway), east to Interstate 95 (New Hampshire Turnpike) in Hampton, and south along Interstate 95 to the Massachusetts line.

Inland Zone: That portion of New Hampshire north and west of the above boundary.

New Jersey—Coastal Zone: That portion of the State seaward of a continuous line beginning at the New York State boundary line in Raritan Bay; then west along the New York boundary line to its intersection with Route 440 at Perth Amboy; then west on Route 440 to its intersection with Garden State Parkway; then south on the Garden State Parkway to the shoreline at Cape May and continuing to the Delaware boundary in Delaware Bay.

North Zone: That portion of the State west of the Coastal Zone and north of a boundary formed by Route 70 beginning at the Garden State Parkway west to the New Jersey Turnpike, north on the turnpike to Route 206, north on Route 206 to Route 1, Trenton, west on Route 1 to the Pennsylvania State boundary in the Delaware River.

South Zone: That portion of New Jersey not within the North Zone or the Coastal Zone.

New York—Lake Champlain Zone: Includes the U.S. portion of Lake Champlain and that area east and north of a continuous line extending along Route 9B from the New York-Canadian boundary to Route 9, then south along Route 9 to Route 22 south of Keeseville; then south along Route 22 to the west shore of South Bay, then along and around the shoreline of South Bay to Route 22 on the east shore of South Bay; then southeast along Route 22 to Route 4, then northeast along Route 4 to the New York-Vermont boundary.

Long Island Zone: That area consisting of Nassau County, Suffolk County, that area of Westchester County southeast of Interstate Route 95, and their tidal waters.

Western Zone: That area west of a continuous line extending from Lake Ontario east along the north shore of the Salmon River to Interstate Route 81, and then south along Interstate Route 81 to the New York-Pennsylvania boundary.

Northeastern Zone: That area north of a continuous line extending from Lake Ontario east along the north shore of the Salmon River to Interstate Route 81, then south along Interstate Route 81 to Route 49, then east along route 49 to Route 365, then east along Route 365 to Route 28, then east along Route 28 to Route 29, then east along Route 29 to Interstate Route 87, then north along Interstate Route 87 to Route 9 (at Exit 20), then north along Route 9 to Route 149, then east along Route 149 to Route 4, then north along Route 4 to the New York-Vermont boundary, exclusive of the Lake Champlain Zone.

Southeastern Zone: That area east of Interstate Route 81, that is south of a continuous line extending from Interstate Route 81 east along Route 49

to Route 365, then east along Route 365 to Route 28, then east along Route 28 to Route 29, then east along Route 29 to Interstate Highway 87, then north along Interstate Highway 87 to Route 9 (at Exit 20), then north along Route 9 to Route 149, then east along Route 149 to Route 4, then north along Route 4 to the New York/Vermont boundary, and northwest of Interstate Route 95 in Westchester County.

Pennsylvania—Lake Erie Zone: The Lake Erie waters of Pennsylvania and a shoreline margin along Lake Erie from New York on the east to Ohio on the west extending 150 yards inland, but including all of Presque Isle Peninsula.

North Zone: That portion of the State north of I-80 from the New Jersey State line west to the junction of State Route 147; then north on State Route 147 to the junction of Route 220, then west and/or south on Route 220 to the junction of I-80, then west on I-80 to its junction with the Allegheny River, and then north along but not including the Allegheny River to the New York border.

Northwest Zone: That portion of the State bounded on the north by the Lake Erie Zone and the New York line, on the east by and including the Allegheny River, on the south by Interstate Highway I-80, and on the west by the Ohio line.

South Zone: The remaining portion of Pennsylvania.

Vermont—Lake Champlain Zone: Includes the United States portion of Lake Champlain and that portion of Vermont lying north and west of the line extending from the New York border at U.S. Highway 4; along U.S. Highway 4 to Vermont Route 22A at Fair Haven; Route 22A to U.S. Highway 7 at Vergennes; U.S. Highway 7 to the Canadian border.

Interior Vermont Zone: The remaining portion of Vermont.

West Virginia—Zone 1 (Remainder of the State): That portion outside the boundaries in Zone 2.

Zone 2 (Allegheny Mountain Upland): The eastern boundary extends south along U.S. Route 220 through Keyser, West Virginia, to the intersection of U.S. Route 50; follows U.S. Route 50 to the intersection with State Route 93; follows State Route 93 south to the intersection with State Route 42 and continues south on State Route 42 to Petersburg; follows State Route 28 south to Minnehaha Springs; then follows State Route 39 west to U.S. Route 219; and follows U.S. Route 219 south to the intersection of Interstate 64. The southern boundary follows I-65 west to the intersection with U.S. Route 60, and follows Route 60 west to the intersection of U.S. Route 19.

The western boundary follows: Route 19 north to the intersection of I-79, and follows I-79 north to the intersection of U.S. Route 48. The northern boundary follows U.S. Route 48 east to the Maryland State line and the State line to the point of beginning.

Mississippi Flyway

Alabama—South Zone: Mobile and Baldwin Counties.

North Zone: The remainder of Alabama.

Illinois—North Zone: That portion of the State north of a line extending east from the Iowa border along Illinois Highway 92 to Interstate Highway 280, east along I-280 to I-80, then east along I-80 to the Indiana border.

Central Zone: That portion of the State between the North and South Zone boundaries.

South Zone: That portion of the State south of a line extending east from the Missouri border along the Modoc Ferry route to Randolph County Highway 12, north along County 12 to Illinois Highway 3, north along Illinois 3 to Illinois 159, north along Illinois 159 to Illinois 161, east along Illinois 161 to Illinois 4, north along Illinois 4 to Interstate Highway 70, then east along I-70 to the Indiana border.

Indiana—North Zone: That portion of the State north of a line extending east from the Illinois border along State Route 18 to U.S. Highway 31, north along U.S. 31 to U.S. 24, east along U.S. 24 to Huntington, then southeast along U.S. 224 to the Ohio border.

Ohio River Zone: That portion of the State south of a line extending east from the Illinois border along Interstate Highway 64 to New Albany, east along State Road 62 to State 56, east along State 56 to Vevay, east and north on State 156 along the Ohio River to North Landing, north along State 56 to U.S. Highway 50, then northeast along U.S. 50 to the Ohio border.

South Zone: That portion of the State between the North and Ohio River Zone boundaries.

Iowa—North Zone: That portion of the State north of a line extending east from the Nebraska border along State Highway 175 to State 37, southeast along State 37 to U.S. Highway 59, south along U.S. 59 to Interstate Highway 80, then east along I-80 to the Illinois border.

South Zone: The remainder of Iowa.

Louisiana—West Zone: That portion of the State west of a line extending south from the Arkansas border along Louisiana Highway 3 to Bossier City, east along Interstate Highway 20 to Minden, south along Louisiana 7 to Ringgold, east along Louisiana 4 to

Jonesboro, south along U.S. Highway 167 to Lafayette, southeast along U.S. 90 to Houma, then south along the Houma Navigation Channel to the Gulf of Mexico through Cat Island Pass.

East Zone: The remainder of Louisiana.

Michigan—North Zone: The Upper Peninsula.

South Zone: That portion of the State south of a line beginning at the Wisconsin border in Lake Michigan due west of the mouth of Stony Creek in Oceana County; then due east to, and east and south along the south shore of, Stony Creek to Webster Road, east and south on Webster Road to Stony Lake Road, east on Stony Lake and Garfield Roads to Michigan Highway 20, east on Michigan 20 to U.S. Highway 10B.R. in the city of Midland, east on U.S. 10B.R. to U.S. 10, east on U.S. 10 and Michigan 25 to the Saginaw River, downstream along the thread of the Saginaw River to Saginaw Bay, then on a northeasterly line, passing one-half mile north of the Corps of Engineers confined disposal island offshore of the Carn Power Plant, to a point one mile north of the Charity islands, then continuing northeasterly to the Ontario border in Lake Huron.

Middle Zone: The remainder of Michigan.

Missouri—North Zone: That portion of the State north of a line extending east from the Kansas border along U.S. Highway 54 to U.S. 65, south along U.S. 65 to State Highway 32, east along State 32 to State 72, east along State 72 to State 21, south along State 21 to U.S. 60, east along U.S. 60 to State 51, south along State 51 to State 53, south along State 53 to U.S. 62, east along U.S. 62 to Interstate Highway 55, north along I-55 to State 34, then east along State 34 to the Illinois border.

South Zone: The remainder of Missouri.

Lower St. Francis River Area: That part of the St. Francis River south of U.S. Highway 62 that is the boundary between Arkansas and Missouri, and all sloughs and chutes (but not tributaries) connected to it.

Ohio—North Zone: The counties of Darke, Miami, Clark, Champaign, Union, Delaware, Licking, Muskingum, Guernsey, Harrison and Jefferson and all counties north thereof. In addition, the North Zone also includes that portion of the Buckeye Lake area in Fairfield and Perry Counties bounded on the west by State Highway 37, on the south by State 204, and on the east by State 13.

Pymatuning Area: Pymatuning Reservoir and that part of Ohio bounded on the north by County Road 306 (known as Woodward Road), on the

west by Pymatuning Lake Road, and on the south by U.S. Highway 322.

Ohio River Zone: The counties of Hamilton, Clermont, Brown, Adams, Scioto, Lawrence, Gallia and Meigs.

South Zone: That portion of the State between the North and Ohio River Zone boundaries.

Tennessee—Reelfoot Zone: All or portions of Lake and Obion Counties.

State Zone: The remainder of Tennessee.

Wisconsin—Northern Zone: That portion of the State north of a line extending northerly from the Minnesota border along the center line of the Chippewa River to State Highway 35, east along State 35 to State 25, north along State 25 to U.S. Highway 10, east along U.S. 10 to its junction with the Manitowoc Harbor in the city of Manitowoc, then easterly to the eastern State boundary in Lake Michigan.

Southern Zone: The remainder of Wisconsin.

Central Flyway

Kansas—High Plains: That area west of US-283.

Low Plains: That area east of US-283.

Montana (Central Flyway Portion)—Experimental Zone 1: The counties of Bighorn, Blaine, Carbon, Daniels, Fergus, Garfield, Golden Valley, Judith Basin, McCone, Musselshell, Petroleum, Phillips, Richland, Roosevelt, Sheridan, Stillwater, Sweetgrass, Valley, Wheatland and Yellowstone.

Experimental Zone 2: The counties of Carter, Custer, Dawson, Fallon, Powder River, Prairie, Rosebud, Treasure and Wibaux.

Nebraska—High Plains: West of Highways US-183 and US-20 from the northern State line to Ainsworth, N-7 and N-91 to Dunning, N-2 to Merna, N-92 to Arnold, N-40 and N-47 through Gothenburg to N-23, N-23 to Elwood, and US-283 to the southern State line.

Low Plains: East of the High Plains boundary.

Zone 1: Keya Paha County east of U.S. Highway 183 and all of Boyd County including the adjacent waters of the Niobrara River.

Zone 2: The area bounded by designated highways and political boundaries starting on U.S. 73 at the State Line near Falls City; north to N-67; north through Nemaha to U.S. 73-75; north to U.S. 34; west to N-63; north and west to U.S. 77; north to N-92; west to U.S. 81; south to N-66; west to N-14; south to I-80; west to U.S. 34; west to N-10; south to the State Line; west to U.S. 283; north to N-23; west to N-47; north to U.S. 30; east to N-14; north to N-52; northwesterly to N-91; west to U.S. 281;

north to Wheeler County and including all of Wheeler and Garfield Counties and Loup County east of U.S. 183; east on N-70 from Wheeler County to N-14; south to N-39; southeast to N-22; east to U.S. 81; southeast to U.S. 30; east to U.S. 75; north to N-51; east to the State Line; and south and west along the State Line to the point of beginning.

Zone 3: The area, excluding Zone 1, north of Zone 2.

Zone 4: The area south of Zone 2.

New Mexico (Central Flyway Portion)—Experimental Zone 1: The Central Flyway portion of New Mexico north of Interstate Highway 40 and U.S. Highway 54.

Experimental Zone 2: The remainder of the Central Flyway portion of New Mexico.

North Dakota—High Plains: That portion of North Dakota west of the following line: beginning at the South Dakota border, then north on U.S. 83 and I-94 to ND 41, then north to ND 53, then west to U.S. 83, then north to ND 23, then west to ND 8, then north to U.S. 2, then west to U.S. 85, then north to the Canadian border.

Low Plains: The remainder of North Dakota.

Oklahoma—High Plains: Beaver, Cimarron, and Texas Counties.

Low Plains:

Zone 1: That portion of northwestern Oklahoma, except the Panhandle, bounded by the following highways: starting at the Texas-Oklahoma border, OK 33 to OK 47, OK 47 to U.S. 183, U.S. 183 to I-40, I-40 to U.S. 177, U.S. 177 to OK 33, OK 33 to I-35, I-35 to U.S. 60, U.S. 60 to U.S. 64, U.S. 64 to OK 132, and OK 132 to the Oklahoma-Kansas State line.

Zone 2: The remainder of the Low Plains portion of Oklahoma.

South Dakota—High Plains: West of highways and political boundaries starting at the State line north of Herreid: US-83 and US-14 to Blunt, Blunt-Canning Road to SD-34, a line across the Missouri River to the northwestern corner of the Lower Brule Indian Reservation, the Reservation Boundary and Lyman County Road through Presho to I-90, and US-183 to the southern State line.

Low Plains:

South Zone: Bon Homme, Yankton and Clay Counties south of S.D. Highway 50; Charles Mix County south and west of a line formed by S.D. Highway 50 from Douglas County to Geddes, Highways CFAS 6189 and FAS 6516 to Lake Andes, and S.D. Highway 50 to Bon Homme County; Gregory County; and Union County south and west of S.D. Highway 50 and Interstate Highway 29.

North Zone: The remainder of the Low Plains portion of South Dakota.

Texas—High Plains: West of highways US-183 from the northern State line to Vernon, US-283 to Albany, T-6 and T-351 to Abilene, US-277 to Del Rio International Toll Bridge access road.

Low Plains: The remainder of Texas.

Pacific Flyway

California—Northeastern Zone: In that portion of the State lying east and north of a line beginning at the intersection of Interstate 5 with the California-Oregon line; south along Interstate 5 to its junction with old Highway 99 at the town of Grenada; south along old Highway 99 to its junction with Interstate 5 just north of the town of Weed; south along Interstate 5 to its junction with Highway 89; east and south along Highway 89 to the junction with Highway 49; east and north on Highway 49 to the junction of Highway 70; east on Highway 70 to Highway 395; south and east of Highway 395 to the point of intersection with the California-Nevada State line.

Colorado River Zone: In those portions of San Bernardino, Riverside, and Imperial counties lying east of the following lines: Beginning at the intersection of Highway 95 with the California-Nevada State line; south along Highway 45 to Vidal Junction; south through the town of Rice to the San Bernardino-Riverside county line on a road known as "Aqueduct Road" in San Bernardino County; south from the San Bernardino-Riverside county line on a road known in Riverside County as the "Desert Center to Rice Road" to the town of Desert Center; east 31 miles on Interstate 10 to its intersection with the Wiley Well Road; south on this road to Wiley Well; southeast along the Army-Milpitas Road to the Blythe, Brawley, Davis Lake intersections; south on Blythe-Brawley paved road to its intersection with the Ogilby and Tumco Mine Road; south on this road to Highway 80; east seven miles on Highway 80 to its intersection with the Andrade-Algodones Road; south on this paved road to the intersection of the Mexican boundary line at Algodones, Mexico.

Southern Zone: In that portion of southern California (but excluding the Colorado River Zone) lying south and east of a line beginning at the mouth of the Santa Maria River at the Pacific Ocean; east along the Santa Maria River to where it crosses Highway 166 near the City of Santa Maria; east on Highway 166 to the junction of Highway 99; south on Highway 99 to the crest of the Tehachapi Mountains at Tejon Pass;

east and north along the crest of the Tehachapi Mountains to where it intersects Highway 178 at Walker Pass; east on Highway 178 to the junction of Highway 395 at the town of Inyokern; south on Highway 395 to the junction of Highway 58; east on Highway 58 to the junction of Interstate 15; east on Interstate 15 to the junction with Highway 127; north on Highway 127 to the point of intersection with the California-Nevada State line.

District 22 Defined: All of Imperial County, and those portions of Riverside and San Bernardino counties lying south and east of the following line: Starting at the intersection of Highway 86 and the north boundary of Imperial County, north along Highway 86 to Highway 111; north along Highway 111 to its junction with Interstate 10 in the town of Indio, east on Interstate 10 to its junction with the Cottonwood Springs road in Sec. 9, T6S, R11E; north along that road and the Mecca Dale Road to Amboy; east along Highway 66 to its intersection with Highway 95; north along Highway 95 to the California-Nevada boundary.

Balance-of-the-State Zone: The remainder of California not included in the Northeastern, Southern, and the Colorado River Zones.

Idaho—Zone 1 (Ft. Hall-American Falls Zone): Includes all lands and waters within the Fort Hall Indian Reservation and Bannock County; Bingham County, except that portion within the Blackfoot Reservoir drainage; and Power County east of State Highway 37 and State Highway 39.

Zone 2: Includes the remainder of Idaho.

Nevada—Clark County Zone: All of Clark County.

Remainder-of-the-State Zone: The remainder of Nevada.

Oregon—Columbia Basin Mallard Management Unit: Morrow and Umatilla Counties.

Washington—East (Columbia Basin Mallard Management Unit): Includes all areas lying east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

West: Includes all area lying to the west of Eastern Washington.

Geese

Atlantic Flyway

Connecticut: Same zones as for ducks.

Georgia: *Special Area for Canada Geese:* See State Regulations.

Massachusetts: Same zones as for ducks.

New Hampshire: Same zones as for ducks.

New Jersey: Same zones as for ducks.

New York: Same zones as for ducks, but in addition:

Early-Season Goose Area: All or portions of St. Lawrence County; see State Hunting Regulations for area descriptions.

North Carolina—Canada Geese. East of I-95 Zone: That portion North Carolina east of I-95.

West of I-95 Zone: That portion of North Carolina west of I-95.

Pennsylvania: Same zones as for ducks but in addition:

Southeast Zone: That portion of the State lying east and south of a boundary beginning at Interstate Highway 83 at the Maryland border and extending north to Harrisburg, then east on I-81 to Route 443, east on 443 to Leighton, then east via 208 to Stroudsburg, then east on I-80 to the New Jersey line and that portion of the Susquehanna River from Harrisburg north to the confluence of the west and north branches at Northumberland, including a 25-yard zone of land adjacent to the waters of the river.

Virginia—Back Bay Area: Defined for Canada geese as those portions of the cities of Virginia Beach and Chesapeake lying east of U.S. Highway 17 and Interstate 64.

Defined for white geese as the waters of Back Bay and its tributaries and the marshes adjacent thereto, and on the land and marshes between Back Bay and the Atlantic Ocean from Sandbridge to the North Carolina line, and on and along the shore of North Landing River and the marshes adjacent thereto, and on and along the shores of Binson Inlet Lake (formerly known as Lake Tecumseh) and Red Wing Lake and the marshes adjacent thereto.

West Virginia: Same zones as for ducks.

Mississippi Flyway

Illinois: Same zones as for ducks but in addition:

North and Central Zones:

Tri-County Zone: The following counties or portions of counties; Fulton (Buckheart, Canton, Cass, Deerfield, Fairview, Farmington, Joshua, Orion, and Putnam Townships, and that portion of Banner Township bounded on the north by Illinois Highway 9 and on the east by U.S. Highway 24), and Knox Counties.

South Zone:

Southern Illinois Quota Zone: Alexander, Jackson, Union, and Williamson Counties.

Rend Lake Quota Zone: Franklin and Jefferson Counties.

Early Canada Goose Seasons:

Northeastern Illinois Canada Goose Zone: Cook, DuPage, Grundy, Kane,

Kankakee, Kendall, Lake, McHenry and Will Counties.

Iowa—Southwest Zone: That portion of the State lying south and west of a line extending north from the Missouri border along U.S. Highway 71 to Interstate Highway 80, west on I-80 to U.S. 59, north on U.S. 59 to State Highway 37, then northwest on State 37 to State 175, then west on State 175 to the Nebraska border.

Kentucky—Western Zone: That area west of a line beginning at the Tennessee border at Fulton and extending north along the Purchase Parkway to Interstate Highway 24, east along I-24 to U.S. Highway 641, north along U.S. 641 to U.S. 60, northeast along U.S. 60 to U.S. 41, then north along U.S. 41 to the Indiana border.

Ballard Reporting Area: That area encompassed by a line beginning at the northwest city limits of Wickliffe in Ballard County and extending westward to the middle of the Mississippi River, north along the Mississippi River and along the low-water mark of the Ohio River on the Illinois shore to the Ballard-McCracken County line, south along the county line to Kentucky Highway 358, south along Kentucky 358 to U.S. Highway 60 at LaCenter, then southwest along U.S. 60 to the northeast city limits of Wickliffe.

Henderson-Union Reporting Area: Those portions of Henderson and Union Counties within the Western Zone.

Louisiana—Southwest Zone: That portion of the State bounded by a line extending east from the Texas border along Louisiana Highway 12 and U.S. Highway 190 to U.S. 167, south along U.S. 167 to Louisiana 82, then west along Louisiana 82 to the Texas border.

Michigan—Same zones as for ducks but in addition:

North Zone:

Superior Counties Goose Management Unit (GMU): The counties of Ontonagon, Houghton, Baraga, and Marquette.

South Zone:

Fish Point GMU: Those portions of Tuscola and Huron counties bounded on the south by Michigan Highway 138 and Bay City Road, on the east by Colwood and Bayport Roads, on the north by Kilmanagh Road and a line extending directly west off the end of Kilmanagh Road into Saginaw Bay to the west boundary, and on the west by the Tuscola-Bay county line and a line extending directly north off the end of the Tuscola-Bay county line into Saginaw Bay to the north boundary.

Allegan County GMU: That area encompassed by a line beginning at the junction of U.S. Highway 131 and 102nd Avenue in Ostego township, Allegan County, and extending westerly along

102nd Avenue, 101st Street, and again on 102nd Avenue to 42nd Street in Cheshire township, Allegan County, southerly along 42nd Street to 10th Avenue in the Village of Bloomingdale, Van Buren County, westerly along 10th Avenue to 46th Street, northerly along 46th Street to Phoenix Road, westerly along Phoenix Road, northerly along 150th Street and west again along Phoenix Road to 57th Street in Columbia township, Van Buren County, southerly along 57th Street to Phoenix Road, westerly on Phoenix Road to U.S. 31 at South Haven, northerly along U.S. 31 to Interstate Highway 196, northeasterly along I-196 to Adams Street in Holland township, Ottawa County, easterly along Adams Street and 100th Street to U.S. 131 in Byron township, Kent County, then southerly along U.S. 131 to the point of beginning.

Saginaw County GMU: That portion of Saginaw County bounded by Michigan Highway 46 on the north; Michigan 52 on the west; Fergus, Bueche, and west Verne Roads on the south; and Michigan 13 on the east.

Muskegon County Wastewater GMU: That portion of Muskegon County within the boundaries of the Muskegon County wastewater system, east of the Muskegon State Game Area, in sections 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, and 32, T10N R14W, and sections 1, 2, 10, 11, 12, 13, 14, 24, and 25, T10N R15W, as posted.

Southern Michigan GMU: That portion of the State, including the Great Lakes and interconnecting waterways and excluding the Allegan County GMU, south of a line beginning at the Ontario border at the Bluewater Bridge in the city of Port Huron and extending westerly and southerly along Interstate Highway 94 to I-69, westerly along I-69 to Michigan Highway 21, westerly along Michigan 21 to I-96, northerly along I-96 to I-196, westerly along I-196 to Lake Michigan Drive (M-45) in Grand Rapids westerly along Lake Michigan Drive to the Lake Michigan shore, then directly west from the end of Lake Michigan Drive to the Wisconsin border.

Early Canada Goose Seasons:

Upper Peninsula—That area east of a line beginning at the Wisconsin border in Green Bay and extending north through the center of Little Bay De Noc and the center of White Fish River to U.S. Highway 2, east along U.S. 2 to Interstate Highway 75, north along I-75 to Michigan Highway 28, west along Michigan 28 to Michigan 221, north along Michigan 221 to Brimley, then north to the Ontario border.

Lower Peninsula—All areas except the Shiawassee River, Allegan, Lapeer

and Muskegon State Game Areas (SGA), the Shiawassee National Wildlife Refuge, that portion of the Maple River SGA east of State Road, that portion of the Pointe Mouillee SGA south of the Huron River, Muskegon County Wastewater Areas, and the Fish Point and Nayaquing Point Wildlife Areas.

Minnesota—West Central Goose Zone: That area encompassed by a line beginning at the intersection of State Trunk Highway (STH) 29 U.S. Highway 212 and extending west along U.S. 212 to U.S. 59, south along U.S. 59 to STH 67, west along STH 67 to U.S. 75, north along U.S. 75 to County State Aid Highway (CSAH) 30 in Lac qui Parle County, west along CSAH 30 to County Road 70 in Lac qui Parle County, west along County Road 70 to the western boundary of the State, north along the western boundary of the State to a point due south of the intersection of STH 7 and CSAH 7 in Big Stone County, and continuing due north to said intersection, then north along CSAH 7 to CSAH 6 in Big Stone County, east along CSAH 6 to CSAH 21 in Big Stone County, south along CSAH 21 to CSAH 10 in Big Stone County, east along CSAH 10 to CSAH 22 in Swift County, east along CSAH 22 to CSAH 5 in Swift County, south along CSAH 5 to U.S. 12, east along U.S. 12 to CSAH 17 in Swift County, south along CSAH 17 to CSAH 9 in Chippewa County, south along CSAH 9 to STH 40, east along STH 40 to STH 29, then south along STH 29 to the point of beginning.

Lac Qui Parle Goose Zone: That area encompassed by a line beginning at the intersection of U.S. Highway 212 and County State Aid Highway (CSAH) 27 in Lac qui Parle County and extending north along CSAH 27 to CSAH 20 in Lac qui Parle County, west along CSAH 20 to State Trunk Highway (STH) 40, north along STH 40 to STH 119, north along STH 119 to CSAH 34 in Lac qui Parle County, west along CSAH 34 to CSAH 19 in Lac qui Parle County, north and west along CSAH 19 to CSAH 38 in Lac qui Parle County, west along CSAH 38 to U.S. 75, north along U.S. 75 to STH 7, east along STH 7 to CSAH 6 in Swift County, east along CSAH 6 to County Road 65 in Swift County, south along County Road 65 to County Road 34 in Chippewa County, south along County Road 34 to CSAH 12 in Chippewa County, east along CSAH 12 to CSAH 9 in Chippewa County, south along CSAH 9 to STH 7, southeast along STH 7 to Montevideo and along the municipal boundary of Montevideo to U.S. 212; then west along U.S. 212 to the point of beginning.

Southeast Goose Zone: The Counties of Anoka, Carver, Dakota, Dodge, Fillmore, Freeborn, Goodhue, Hennepin, Houston, Mower, Olmsted, Ramsey, Rice, Scott, Steele, Wabasha, Washington, and Winona.

Early Canada Goose Seasons:
Fergus Falls/Alexandria Canada Goose Zone: That are encompassed by a line beginning at the intersection of State Trunk Highway (STH) 55 and STH 28 and extending east along STH 28 to County State Aid Highway (CSAH) 33 in Pope County, north along CSAH 33 to CSAH 3 in Douglas County, north along CSAH 3 to CSAH 69 in Otter Tail County, north along CSAH 69 to CSAH 46 in Otter Tail County, east along CSAH 46 to the eastern boundary of Otter Tail County, north along the east boundary of Otter Tail County to CSAH 40 in Otter Tail County, west along CSAH 40 to CSAH 75 in Otter Tail County, north along CSAH 75 to STH 210, west along STH 210 to STH 108, north along STH 108 to CSAH 1 in Otter Tail County, west along CSAH 1 to CSAH 14 in Otter Tail County, north along CSAH 14 to CSAH 44 in Otter Tail County, west along CSAH 44 to CSAH 35 in Otter Tail County, north along CSAH 35 to STH 108, west along STH 108, to CSAH 19 in Wilkin County, south along CSAH 19 to STH 55, then southeast along STH 55 to the point of beginning.

Southwest Border Canada Goose Zone: All of Martin County and that portion of Jackson County south and east of U.S. Highway 60.

Early and Late Canada Goose Seasons:

Twin Cities Metropolitan Goose Zone: All or portions of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington Counties.

Missouri—North Goose Zone: That portion of the State north and west of a line extending south from Crystal City along U.S. Highway 67 to U.S. 60, west along U.S. 60 to Missouri Highway 21, north along Missouri 21 to Missouri 72, west along Missouri 72 to Missouri 32, west along Missouri 32 to U.S. 65, north along U.S. 65 to U.S. 54, west along U.S. 54 to the Kansas border.

Swan Lake Zone: That area bounded by U.S. Highway 36 on the north, Missouri Highway 5 on the east, Missouri 240 and U.S. 65 on the south, and U.S. 65 on the west.

Southeast Goose Zone: That area lying east of U.S. Highway 67 and south of Crystal City.

Lower St. Francis River Area: That part of the St. Francis River south of U.S. Highway 62 that is the boundary between Arkansas and Missouri, and all

sloughs and chutes (but not tributaries) connected to it.

South Goose Zone: The remainder of Missouri.

Ohio—Pymatuning Area: Pymatuning Reservoir and that part of Ohio bounded on the north by County Road 306 (known as Woodward Road), on the west by Pymatuning Lake Road, and on the south by U.S. Highway 322.

Tennessee—South Tennessee Zone: That portion of the State south of State Highways 20 and 104, and west of U.S. Highways 45 and 45W.

Northwest Tennessee Zone: Lake, Obion and Weakley Counties and those portions of Gibson and Dyer Counties not included in the Southwest Tennessee Zone.

Kentucky Lake Zone: That portion of the State bounded on the west by the eastern boundaries of the Northwest and Southwest Tennessee Zones and on the east by State Highway 13 from the Alabama border to Clarksville and U.S. Highway 79 from Clarksville to the Kentucky border.

Wisconsin: See State Regulations.

Early Canada Goose Seasons:

Early Goose Hunt Subzone: That area bounded by a line beginning at Lake Michigan in Port Washington and extending west along Highway 33 to Highway 175, south along Highway 175 to Highway 83, south along Highway 83 to Highway 36, southwest along Highway 36 to Highway 120, south along Highway 120 to Highway 12, then southeast along Highway 12 to the Illinois State line.

Central Flyway

Colorado (Central Flyway Portion)—North Central Unit: Bounded by the Continental Divide, the northern State line, and highways US-85 to I-76, I-76 to I-25, I-25 to I-70, and I-70 to the Continental Divide.

South Park Unit: Chaffee, Fremont, Lake, Park, and Teller Counties.

San Luis Valley Unit: Alamosa, Conejos, Costilla, and Rio Grande Counties and the portion of Saguache County east of the Continental Divide.

North Park Unit: Jackson County.

Arkansas Valley Unit: Baca, Bent, Crowley, Kiowa, Otero and Prowers Counties.

Remainder: Remainder of the Central Flyway portion of Colorado.

Kansas—White Geese. Unit 1: That area east of US-75 and north of I-70.

Unit 2: The remainder of Kansas.

Dark Geese. Marais des Cygne Valley Unit: The area is bounded by the Missouri State Line to K-68, K-68 to U.S.-169, U.S.-169 to K-7, K-7 to K-31, K-31 to

U.S.-69, U.S.-69 to K-239, K-239 to the Missouri State Line.

South Flint Hills Unit: The area is bounded by Highways U.S. 50 to K-57, K-57 to U.S.-75, U.S.-75 to K-39, K-39, to K/96, K-96 to U.S.-77, U.S.-77 to U.S.-50.

Central Flint Hills Unit: That area southwest of Topeka bounded by Highways U.S.-75 to Interstate 35, Interstate 35 to U.S.-50, U.S.-50 to U.S.-77, U.S.-77 to Interstate 70, Interstate 70 to U.S.-75.

Strip Pits Unit: That area of southeast Kansas bounded by the Missouri State Line to U.S.-160, U.S.-160 to U.S.-69, U.S.-69, to K-39, K-39 to U.S.-169, U.S.-169 to the Oklahoma State Line, and the Oklahoma State Line to the Missouri State Line.

Montana (Central Flyway Portion)—Sheridan County: Includes all of Sheridan County.

Remainder: Includes the remainder of the Central Flyway portion of Montana.

Nebraska—North Unit: Keya Paha County east of US-183 and all of Boyd County, including the boundary waters of the Niobrara River, all of Knox County and that portion of Cedar County west of U.S. 81.

East Unit: The area east of a line beginning at US-183 at the northern State line; south to N-2; east to US-281; south to the southern State line, excluding the North Unit.

West Unit: All of Nebraska west of the East Unit.

New Mexico (Central Flyway Portion)—White Geese:

Rio Grande Valley Unit: The Central Flyway portion of New Mexico in Socorro and Valencia Counties.

Remainder: The remainder of the Central Flyway portion of New Mexico.

North Dakota—Missouri River Zone: The dark goose late-season zone is that portion of North Dakota encompassed by a line starting at the South Dakota border then north on U.S. 83 and I-94 to ND 41, then north to ND 53, then west to U.S. 83, then north to ND 23, then west to ND 37, then south to ND 1804, then south approximately 9 miles to Elbowoods Bay on lake Sakakawea, then south and west across the lake to ND 8, then south to ND 200, then east to ND 31, then south to ND 25, then south to I-94, then east to ND 6, then south to the South Dakota border, and then east to the point of origin.

Statewide: All of North Dakota.

South Dakota—Dark Geese: Missouri River Unit: The Counties of Bon Homme, Brule, Buffalo, Campbell, Charles Mix, Corson (east of highway SD-65), Dewey, Gregory, Haakon (north of Kirley Road and east of Plum Creek), Hughes, Hyde, Lyman (north and east of highways I-90 and US-183), Potter,

Stanley, Sully, Tripp (east of highway US-183), Walworth, and Yankton (west of highway US-81). **Remainder:** The remainder of South Dakota.

Texas—West: West of U.S. 81.

East: East of U.S. 81.

Wyoming (Central Flyway Portion)
See State Regulations.

Pacific Flyway

Arizona—GMU 22 and 23: Game Management Units 22 and 23.

Remainder of State: The remainder of Arizona.

California—Same zones as for ducks but in addition:

Del Norte and Humboldt Area: The Counties of Del Norte and Humboldt.

Sacramento Valley Area: That area bounded by a line beginning at Willows in Glenn County proceeding south on Interstate Highway 5 to the junction with Hahn Road north of Arbuckle in Colusa County; then easterly on Hahn Road and the Grimes Arbuckle road to Grimes on the Sacramento River; then southerly on the Sacramento River to the Tisdale Bypass to where it meets O'Banion Road; then easterly on O'Banion Road to State Highway 99; then northerly on State Highway 99 to its junction with the Gridley-Colusa Highway in Gridley in Butte County; then westerly on the Gridley-Colusa Highway to its junction with the River Road; then northerly on the River Road to the Princeton Ferry; then westerly across the Sacramento River to State Highway 45; then northerly on State Highway 45 to its junction with State Highway 162; then continuing northerly on State Highway 45-162 to Glenn; then westerly on State Highway 162 to the point of beginning in Willows.

Western Canada Goose Hunt Area: That portion of the above described Sacramento Valley Area lying east of a line formed by Butte Creek from the Gridley-Colusa Highway south to the Cherokee Canal; easterly along the Cherokee Canal and North Butte Road to West Butte Road; southerly on West Butte Road to Pass Road; easterly on Pass Road to West Butte Road; southerly on West Butte Road to State Highway 20; and westerly along State Highway 20 to the Sacramento River.

San Joaquin Valley Area: That area bounded by a line beginning at Modesto in Stanislaus County proceeding west on State Highway 132 to the junction of Interstate Highway 5; then southerly on Interstate Highway 5 to the junction of State Highway 152 in Merced County; then easterly on State Highway 152 to the junction of State Highway 165; then northerly on State Highway 165 to the junction of State Highway 99 at Merced;

then northerly and westerly on State Highway 99 to the point of beginning.

Colorado (Pacific Flyway Portion)—Browns Park Zone: The Browns Park portion of Moffatt County.

Delta and Montrose Counties Zone: All of Delta and Montrose Counties.

Mesa County Zone: All of Mesa County.

Gunnison and Saguache Counties Zone (west of the Continental Divide): Those portions of Gunnison and Saguache Counties lying west of the Continental Divide.

Dolores, LaPlata, and Montezuma Counties Zone: All of Dolores, LaPlata, and Montezuma Counties.

Remainder-of-the-State in the Pacific Flyway Zone: The remainder of the Pacific Flyway Portion of Colorado.

Idaho—Area 1 Zone: Bear Lake, Benewah, that portion of Bingham County within the Blackfoot Reservoir drainage, Blaine County north and west of U.S. Highway 93, Boise, Bonner, Bonneville, Boundary, Butte, Camas, Caribou County EXCEPT that portion within the Fort Hall Indian Reservation, Clark, Clearwater, Custer, that portion of Elmore County within the Camas Creek drainage, Franklin, Fremont, Idaho, Jefferson, Kootenai, Latah, Lemhi, Lewis, Madison, Nez Perce, Oneida, that portion of Power County west of State Highway 37 and State Highway 39, Shoshone, Teton, and Valley counties.

Area 2 Zone: Blaine County south and east of U.S. Highway 93, Cassie, Gooding, Jerome, Lincoln, Minidoka, and Twin Falls counties.

Area 3 Zone: Ada, Adams, Canyon, Elmore County EXCEPT that portion within the Camas Creek drainage, Gem, Owyhee, Payette, and Washington counties.

Area 4 Zone (Ft. Hall-American Falls Zone): All lands, including private holdings, within the Fort Hall Indian Reservation, Bannock, Bingham EXCEPT that portion within the Blackfoot Reservoir drainage, Power County east of State Highway 37 and Highway 39.

In addition, goose frameworks are set by the following geographical areas:

10 Northern Counties Area: The counties of Boundary, Bonner, Kootenai, Benewah, Shoshone, Latah, Nez Perce, Lewis, Clearwater, and Idaho.

Southwestern Area: That portion of Idaho lying west of the line formed by U.S. Highway 93 north from the Nevada border to Shoshone, thence northerly on Idaho State Highway 75 (formerly U.S. Highway 93) to Challis, thence northerly on U.S. Highway 93 to the Montana border (except the 10 Northern Counties Area).

Southeastern Area: That portion of Idaho lying east of the line formed by U.S. Highway 93 north from the Nevada border to Shoshone, thence northerly on Idaho State Highway 75 (formerly U.S. Highway 93) to Challis, thence northerly on U.S. Highway 93 to the Montana border.

Montana (Pacific Flyway Portion)—East of Continental Divide Zone: The Pacific Flyway portion of the State located east of the Continental Divide.

West of the Continental Divide Zone: Includes the remainder of the Pacific Flyway portion of Montana.

Nevada—Clark County Zone: Clark County.

Elko County and that portion of Ruby Lake National Wildlife Refuge within White Pine County Zone: All of Elko County and that portion of Ruby Lake National Wildlife Refuge within White Pine County.

Remainder-of-the-State Zone: The remainder of Nevada.

New Mexico (Pacific Flyway Portion)—North of I-40 Zone: The Pacific Flyway portion of New Mexico located north of I-40.

South of I-40 Zone: The Pacific Flyway portion of New Mexico located south of I-40.

Oregon—Western Zone: Consists of all counties west of the summit of the Cascades excluding Klamath and Hood River Counties.

Special Canada Goose Management Area: Consists of those portions of Coos, Curry, Douglas and Lane Counties lying west of U.S. Highway 101, and that portion of western Oregon west and north of a line starting at the Columbia

River at Portland, south on Interstate 5 to Hwy 22 at Salem, east on Hwy 22 to the Stayton Cutoff, south on the Stayton Cutoff to Stayton and straight south to the Santiam River, west (downstream) along the north shore of the Santiam River to Interstate 5, south on Interstate 5 to its junction with Hwy 126 at Eugene, and west on Hwy 126 to Highway 36, north on Highway 36 to forest road 5070 at Brickerville, west and south on forest road 5070 to Highway 126, west on Highway 126 to the Oregon Coast.

Northwest Oregon Special Permit Goose Area: Includes Sauvie Island Wildlife Area, only in designated areas but excluding North Unit and Columbia River Beaches, private lands of Sauvie Island and including Scappoose Flat and Deer Island, lower Columbia River Area, Ankeny NWR, private lands adjacent to William L. Finley NWR, and private lands adjacent to Baskett Slough NWR.

Early-Season Canada Goose Area: Starting in Portland at the Interstate Highway 5 bridge, south on I-5 to U.S. Highway 30, west on U.S. Highway 30, to the Astoria-Megler bridge, from the Astoria-Megler bridge along the Oregon-Washington State line to the point of beginning.

Eastern Zone: Consists of all counties east of the summit of the Cascades, including all of Klamath and Hood River Counties.

Columbia Basin Goose Area: Includes the counties of Gilliam, Morrow, Sherman, Umatilla, Union, Wallowa, and Wasco.

Lake and Klamath Counties Zone: All of Lake and Klamath counties.

Baker and Malheur Counties Zone: All of Baker and Malheur counties.

Utah—Washington County Zone: All of Washington County.

Remainder-of-the-State Zone: The remainder of Utah.

Early-Season Canada Goose Area: Cache County.

Washington—Eastern Washington Zone: Includes all areas lying east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

Columbia Basin Goose Area—Adams, Benton, Douglas, Franklin, Grant, Kittitas, Lincoln, Okanogan, Spokane, and Wall Counties and east of Satus Pass (U.S. Highway 97) in Klickitat County.

Western Washington Zone: Includes all areas lying to the west of Eastern Washington.

Lower Columbia River Special Goose Management Area—Clark, Cowlitz, Pacific and Wahkiakum Counties.

Skagit Special Goose Management Area—Island, Skagit, Snohomish, and Whatcom Counties.

Early-Season Canada Goose Area— Starting in Vancouver at the Interstate Highway 5 bridge north on I-5 to Kelso, west on State Highway 4 from Kelso to State Highway 401, south and west on State Highway 401 to the Astoria-Megler bridge, from the Astoria-Megler bridge along the Washington-Oregon State line to the point of beginning.

Wyoming (Pacific Flyway Portion)—Early Season Areas: See State Regulations.

[FR Doc. 90-19394 Filed 8-16-90; 8:45 am]
BILLING CODE 4310-55