33°29'36” N., long. 115°45'36” W.”. The rest of the legal description of R–2507W is unchanged from the proposal.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of establishing restricted area R–2507W, Chocolate Mountain, CA, to support USMCL training activities that involve the use of advanced weapons systems, qualified for FAA's environmental impact review and FAA's adoption of the airspace use portion of the USMCL's Final Environmental Assessment (FEA). In accordance with the National Environmental Policy Act (NEPA), its implementing regulations at 40 CFR parts 1500 through 1508, FAA Orders 1050.1F Environmental Impacts: Policies and Procedures, and 7400.2K Procedures for Handling Airspace Matters, FAA, as a cooperating agency for this SUA action, conducted an independent environmental impact review of the airspace use portion of the USMCL's Final Environmental Assessment (FEA). In accordance with the National Environmental Policy Act (NEPA), its implementing regulations at 40 CFR parts 1500 through 1508, FAA Orders 1050.1F Environmental Impacts: Policies and Procedures, and 7400.2K Procedures for Handling Airspace Matters, FAA, as a cooperating agency for this SUA action, conducted an independent environmental impact review of the airspace use portion of the USMCL's Final Environmental Assessment (FEA). In accordance with the National Environmental Policy Act (NEPA), its implementing regulations at 40 CFR parts 1500 through 1508, FAA Orders 1050.1F Environmental Impacts: Policies and Procedures, and 7400.2K Procedures for Handling Airspace Matters, FAA, as a cooperating agency for this SUA action, conducted an independent environmental impact review of the airspace use portion of the USMCL's Final Environmental Assessment (FEA).

The amendment

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

PART 73—SPECIAL USE AIRSPACE

1. The authority citation for part 73 continues to read as follows:


§ 73.25 California [Amended]

2. Section 73.25 is amended as follows:

* * * * *

R–2507W West Chocolate Mountains, CA [New]

Boundaries—Beginning at lat. 33°14'00” N., long. 115°22'33” W.; to lat. 33°13'14” N., long. 115°23'17” W.; to lat. 33°13'38” N., long. 115°24'26” W.; to lat. 33°14'22” N., long. 115°25'29” W.; to lat. 33°15'40” N., long. 115°27'36” W.; to lat. 33°17'23” N., long. 115°29'42” W.; to lat. 33°19'17” N., long. 115°32'13” W.; to lat. 33°21'11” N., long. 115°34'39” W.; to lat. 33°22'58” N., long. 115°36'19” W.; to lat. 33°27'26” N., long. 115°43'30” W.; to lat. 33°29'11” N., long. 115°45'40” W.; to lat. 33°29'36” N., long. 115°45'36” W.; to lat. 33°31'09” N., long. 115°41'12” W.; to lat. 33°32'50” N., long. 115°37'37” W.; to lat. 33°32'40” N., long. 115°33'53” W.; to lat. 33°28'30” N., long. 115°42'13” W.; to lat. 33°23'40” N., long. 115°33'23” W.; to lat. 33°21'30” N., long. 115°32'58” W.; thence to the point of beginning.

Designated altitudes. Surface to FL 230.

Time of designation. Continuous.

Controlling agency. FAA, Los Angeles Air Route Traffic Control Center (ARTCC).

Using agency. USMCL, Commanding Officer, Marine Corps Air Station (MCAS) Yuma, AZ.

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Issued in Washington, DC, on April 10, 2017.

Rodger A. Dean Jr.,
Manager, Airspace Policy Group.
[FR Doc. 2017–07573 Filed 4–13–17; 8:45 am]

PENSION BENEFIT GUARANTY CORPORATION

29 CFR Part 4022

Benefits Payable in Terminated Single-Employer Plans; Interest Assumptions for Paying Benefits

AGENCY: Pension Benefit Guaranty Corporation.

ACTION: Final rule.

SUMMARY: This final rule amends the Pension Benefit Guaranty Corporation’s regulation on Benefits Payable in Terminated Single-Employer Plans to prescribe interest assumptions under the regulation for valuation dates in May 2017. The interest assumptions are used for paying benefits under terminating single-employer plans covered by the pension insurance system administered by PBGC.

DATES: Effective May 1, 2017.

FOR FURTHER INFORMATION CONTACT: Deborah C. Murphy (Murphy. Deborah@pbgc.gov), Assistant General Counsel for Regulatory Affairs, Pension Benefit Guaranty Corporation, 1200 K Street NW., Washington, DC 20005, 202–326–4400 ext. 3451. (TTY/TDD users may call the Federal relay service toll-free at 1–800–877–8339 and ask to be connected to 202–326–4400 ext. 3451.)

SUPPLEMENTARY INFORMATION: PBGC’s regulation on Benefits Payable in Terminated Single-Employer Plans (29 CFR part 4022) prescribes actuarial assumptions—including interest assumptions—for paying plan benefits under terminating single-employer plans covered by title IV of the Employee Retirement Income Security Act of 1974. The interest assumptions in the regulation are also published on PBGC’s Web site (http://www.pbgc.gov). PBGC uses the interest assumptions in Appendix B to part 4022 to determine whether a benefit is payable as a lump sum and to determine the amount to pay. Appendix C to Part 4022 contains interest assumptions for private-sector pension practitioners to refer to if they wish to use lump-sum interest rates determined using PBGC’s historical methodology. Currently, the rates in Appendices B and C of the benefit payment regulation are the same.

The interest assumptions are intended to reflect current conditions in the financial and annuity markets. Assumptions under the benefit payments regulation are updated monthly. This final rule updates the benefit payments interest assumptions for May 2017.

The May 2017 interest assumptions under the benefit payments regulation will be 1.00 percent for the period during which a benefit is in pay status and 4.00 percent during any years preceding the benefit’s placement in pay.
SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the SR 175 Bridge across the Chincoteague Channel, mile 3.5 (physically situated at mile 3.9), at Chincoteague Island, VA. The deviation is necessary to facilitate bridge maintenance. This deviation allows the bridge to remain in the closed-to-navigation position.

DATES: The deviation is effective from 7 a.m. on Monday, April 24, 2017, through 7 p.m. on Friday, April 28, 2017.

ADDRESS: The docket for this deviation, [USCG–2017–0204] is available at http://www.regulations.gov. Type the docket number in the “SEARCH” box and click “SEARCH”. Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Michael Thorogood, Bridge Administration Branch Fifth District, Coast Guard, telephone 757–398–6557, email Michael.R.Thorogood@uscg.mil.

SUPPLEMENTARY INFORMATION: The Virginia Department of Transportation, owner and operator of the SR 175 Bridge that carries SR 175 across the Chincoteague Channel, mile 3.5 (physically situated at mile 3.9), at Chincoteague Island, VA, has requested a temporary deviation from the current operating schedule to facilitate the replacement of the hydraulic fluids of the bascule span for the drawbridge. The bridge has vertical clearance of 15 feet above mean high water (MHW) in the closed position and unlimited vertical clearance in the open position. The current operating schedule is set out in 33 CFR 117.1005. Under this temporary deviation, the bridge will be maintained in the closed-to-navigation position from 7 a.m. on Monday, April 24, 2017, through 7 p.m. on Friday.