

DEPARTMENT OF THE INTERIOR**Fish and Wildlife Service****50 CFR Part 20**

RIN 1018-AC79

Migratory Bird Hunting; Final Frameworks for Late-Season Migratory Bird Hunting Regulations**AGENCY:** Fish and Wildlife Service, Interior.**ACTION:** Final rule.

SUMMARY: This rule prescribes final late-season frameworks from which States may select season dates, limits, and other options for the 1995-96 migratory bird hunting season. These late seasons include most waterfowl seasons, the earliest of which generally commence on or about October 1, 1995. The effects of this final rule are to facilitate the selection of hunting seasons by the States to further the annual establishment of the late-season migratory bird hunting regulations. State selections will be published in the Federal Register as amendments to §§ 20.104 through 20.107 and § 20.109 of title 50 CFR part 20.

EFFECTIVE DATE: September 27, 1995.

ADDRESSES: Season selections from States are to be mailed to: Chief, Office of Migratory Bird Management, U.S. Fish and Wildlife Service, Department of the Interior, ms 634—ARLSQ, 1849 C Street, NW., Washington, DC 20240. Comments received are available for public inspection during normal business hours in room 634, Arlington Square Building, 4401 N. Fairfax Drive, Arlington, Virginia.

FOR FURTHER INFORMATION CONTACT: Paul R. Schmidt, Chief, Office of Migratory Bird Management, U.S. Fish and Wildlife Service, (703) 358-1714.

SUPPLEMENTARY INFORMATION:

Regulations Schedule for 1995

On March 24, 1995, the Service published for public comment in the Federal Register (60 FR 15642) a proposal to amend 50 CFR part 20, with comment periods ending July 21 for early-season proposals and September 4 for late-season proposals. Due to some unforeseen and uncontrollable publishing delays in the proposed early- and late-season regulations frameworks, the Service extended the public comment period to July 31 for early seasons and September 7 for late seasons. These regulations were proposed for certain designated members of the avian families Anatidae (ducks, geese, and swans); Columbidae

(doves and pigeons), Gruidae (cranes); Rallidae (rails, coots, moorhens, and gallinules); and Scolopacidae (woodcock and snipe). These species are designated as "migratory game birds" in conventions between the United States and several foreign nations for the protection and management of these birds. All other birds designated as migratory (under 10.13 of Subpart B of 50 CFR Part 10) in the aforementioned conventions may not be hunted. On June 16, 1995, the Service published for public comment a second document (60 FR 31890) which provided supplemental proposals for early- and late-season migratory bird hunting regulations frameworks. On June 22, 1995, a public hearing was held in Washington, DC, as announced in the March 24 and June 16 Federal Registers, 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 21, 1995, the Service published in the Federal Register (60 FR 37754) a third document in the series of proposed, supplemental, and final rulemaking documents which dealt specifically with proposed early-season frameworks for the 1995-96 season. On August 3, 1995, a public hearing was held in Washington, DC, as announced in the March 24, June 16, and July 21 Federal Registers, to review the status of waterfowl. Proposed hunting regulations were discussed for these late seasons. On August 28, 1995, the Service published a fourth document (60 FR 44463) which dealt specifically with proposed frameworks for the 1995-96 late-season migratory bird hunting regulations. The fifth document in the series, published August 29, 1995 (60 FR 45020), contained 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 1995-96. On August 31, 1995, the Service published in the Federal Register (60 FR 45628) a sixth document consisting of a final rule amending subpart K of title 50 CFR part 20 to set hunting seasons, hours, areas, and limits for early seasons. This document, which establishes final frameworks for late-season migratory bird hunting regulations for the 1995-96 season, is the seventh in the series.

Review of Comments and the Service's Response

Public-hearing and written comments received through September 7, 1995, relating to proposed late-season

frameworks are discussed and addressed here. Seven individuals presented statements at the August 3, 1995, public hearing. Individuals and the organizations represented were: Lloyd Alexander, Delaware Division of Fish and Wildlife; Bruce Barbour, National Audubon Society; Richard Elden, Michigan Department of Natural Resources; Mike Harris, Maryland Guide Association; Dr. Rollin Sparrowe, Wildlife Management Institute and The Trumpeter Swan Society; Scott Sutherland, Ducks Unlimited; and George Vandell, Central Flyway Council. The Service received 105 written comments that specifically addressed late-season issues. These late-season comments are summarized and discussed in the subject order used in the March 24, 1995, Federal Register. Only the numbered items pertaining to late seasons for which comments were received are included. Flyway Council recommendations shown below include only those involving changes from the 1994-95 late-season frameworks. For those topics where a Council recommendation is not shown, the Council supported continuing the same frameworks as in 1994-95.

General

Written Comments: The Citizens Committee for the Right to Keep and Bear Arms requested that the Service give greater consideration to the traditions and heritage of hunting when formulating the annual regulations. Specifically, the Committee cited the costs of hunting, the lack of standardized opening days, the lack of considerations for youth, education of the public, and the financial rewarding of landowners for their stewardship of public wildlife as areas where a lack of concern has contributed to the erosion of hunting.

The Humane Society of the United States (Humane Society) expressed concern that the public was not well represented in the regulations-establishment process and requested establishment of a system directly involving the non-hunting public. In addition, they recommended that the Service undertake efforts to obtain population estimates for all hunted species.

An individual from Wisconsin expressed support for the existing shooting hours of one-half hour before sunrise to sunset. He also opposed the requirement for steel shot and urged the development of non-toxic alternatives. The Andover Sportsmen's Club and the Concerned Coastal Sportsmen's Association, both of Massachusetts, also expressed support for the existing

shooting hours. Further, the clubs requested that the Service initiate regulations for waterfowl guides and provide more educational information regarding safety, conservation, and regulations.

Service Response: The regulations-development process is a well-established system directly involving the Flyway Councils, the States, non-governmental organizations and the public. When the preliminary proposed rulemaking document was published in the Federal Register on March 24, 1995, the Service gave notice that the process of promulgating hunting regulations "must, by its nature, operate under time constraints". Ample time must be given to gather and interpret survey data, consider recommendations and develop proposals, and to receive public comment. Scheduled dates and meetings were set to give the greatest possible opportunity for public input to the process given the time constraints. The Service is obligated to, and does, give serious consideration to all information received as public comment. Further, the Service believes that any party that wishes to become directly involved in the current process can do so through any number of available opportunities.

Regarding population estimates for hunted species, the long-term objectives of the Service include providing opportunities to harvest portions of certain migratory game bird populations and to limit harvests to levels compatible with each population's ability to maintain healthy, viable numbers. Annually, the status of populations are evaluated and the potential impacts of hunting are considered. While the Service recognizes that some population estimates are better than others, the Service has no reason to believe that the hunting seasons provided herein are inconsistent with the current status of waterfowl populations and long-term population goals.

1. Ducks

The categories used to discuss issues related to duck harvest management are as follows: (A) General Harvest Strategy, (B) Framework Dates, (C) Season Length and Bag Limits, (D) Zones and Split Seasons, and (E) Special Seasons/Species Management. Only those categories containing substantial recommendations are included below.

A. General Harvest Strategy

Public-Hearing Comments: Mr. Bruce Barbour supported the Adaptive Harvest Management (AHM) process used in selecting this year's liberal package and

specified species restrictions. He indicated that increased hunting opportunity will occur on all species under the liberal option, and efforts should be initiated to cooperatively develop harvest approaches for each of these species.

Dr. Rollin Sparrowe commended the Service and State cooperators for their commitment toward implementing the AHM approach to duck hunting and to distance the process from political influence. He supported partial adoption of the AHM approach this year which recognized goals established in the North American Waterfowl Management Plan. He was pleased that after years of concern about the status of ducks, more liberal seasons could be offered.

Mr. Scott Sutherland also expressed support for AHM and the regulatory matrix proposed by the Service this year which resulted in the liberal package recommendation. Under full implementation of AHM, however, Mr. Sutherland expressed a desire to modify the framework packages allowing a consideration of longer seasons with smaller daily bag limits.

Mr. George Vandel supported the proposed use of flexible framework opening and closing dates for duck seasons in the Central Flyway, the liberal regulatory package, and the AHM process that was used in this interim year prior to its full implementation. He thanked the Service for the assistance with communication efforts on behalf of AHM, but pointed out that continuing efforts will be necessary for successful implementation in future years. He then strongly suggested that the Service work closely with the Flyway Councils in developing regulatory packages for next year. He believed that this cooperation will be especially crucial for further implementation by facilitating ownership and support for full implementation of AHM in 1996.

Written Comments: The Pennsylvania Game Commission expressed support for the proposed regulations strategy as an interim approach for 1995 only. They continue to be concerned that the process relies on mid-continent mallards as a basis for regulatory changes in the Atlantic Flyway.

Likewise, the Delaware Department of Fish and Wildlife generally endorsed the concept of regulatory packages but remained concerned that the process was linked to the mid-continent populations of mallards and prairie-wetland conditions.

The Illinois Department of Conservation also expressed support for the AHM process but were concerned that there had been insufficient time to

properly educate the public. They also felt that the set of regulatory options offered may be too limited, particularly with regard to bag limits.

The South Dakota Department of Game, Fish and Parks expressed support for AHM and the interim steps proposed for the 1995-95 hunting season. Additionally, they supported the idea of expanding the status of duck breeding populations and habitat used in AHM from mallards and prairie-Canada ponds to include other duck species and ponds in the Dakotas and Montana.

The Montana Department of Fish, Wildlife, and Parks expressed support for the development and implementation of AHM. They continued to stress, however, the need for additional communications efforts relative to the status of duck populations and the implementation of more liberal regulations. They also believed that failure to renew the 1995 Farm Bill poses one of the greatest threats to continued recovery and maintenance of duck populations.

The Utah Division of Wildlife Resources commended the Service for their efforts in the cooperative development of AHM and supported implementation of this strategy in 1995 to the extent possible. Although they see a need for further refinement of the regulatory options, particularly for pintails, they supported the proposed option for 1995.

The Texas Parks and Wildlife Department supported 1995-96 as the transition year to full implementation of AHM for establishing duck seasons and bag limits in 1996-97. Texas believed that the Service Regulations Committee (SRC) must improve the input process for the four Flyway Councils if AHM is to gain the understanding and support needed to assure its longevity in setting duck seasons. In addition, Texas states that the SRC and the Service Director should utilize Flyway Consultants early in the 1996-97 regulations process to facilitate communications between the Flyway Councils and the Service with consultants functioning in a role similar to that played this year by the AHM Task Force in working with the AHM Technical Working Group to facilitate and strengthen Federal/Flyway communications in AHM regulation package development. Texas believed that early involvement by the Consultants would help assure improved coordination and explanation of the various regulation packages with the States and Flyway Councils before and during the March council meetings.

The National Rifle Association agreed that the approach to setting duck hunting regulations is in need of

improvement and applauded the adoption of AHM for the 1995-96 season. They are concerned, however, that management strategies for North American duck populations would be implemented without species-specific population information. In particular, they are concerned about how and when the AHM process will be implemented for species other than mallards.

The California Waterfowl Association commended the Service for moving forward with AHM. They did express concern, however, for the potential of a season closure in California, the AHM terminology regarding regulations packages, and the use of only mid-continent mallards and prairie-habitat conditions in the AHM process.

Individuals from Mississippi, Oklahoma, Arkansas, and Tennessee expressed support for the AHM process and the Service's proposed regulatory packages. However, one individual from Arkansas stated that future AHM criteria should be adjusted to be more conservative. Another individual from New York expressed dissatisfaction and strong concern over the AHM regulatory packages citing the North American Waterfowl Management Plan goal of 100 million birds in the fall flight, the use of mid-continent population data, the appearance of moving too far too fast, and the increased crippling rate associated with higher bag limits. An individual from Illinois expressed concern that the proposed liberalizations in duck hunting regulations were not consistent with the goal of 100 million ducks in the fall flight.

Service Response: The Service appreciates the broad support expressed for the concept of AHM, which is designed to increase objectivity and efficiency in the setting of waterfowl hunting regulations. Often in the past, the regulations-setting process was characterized by a lack of agreement among managers on the best approach to regulating harvest. The Service believes that this lack of agreement was because: (1) harvest-management objectives were not always clearly stated or agreed upon; (2) a large number of regulatory options hindered assessment of their effects; and (3) there was disagreement among technical experts on the degree to which hunting affects duck populations. AHM improves upon the current approach using clearly defined harvest-management objectives, a limited set of regulatory options, and new data-assessment procedures to resolve disagreement about the effects of hunting.

The decision criteria for the 1995-96 hunting season were based on the status

of mid-continent mallards and their breeding habitat, the mallard population goal of the North American Waterfowl Management Plan (i.e., 8.1 million mallards in the surveyed area), and 4 potential regulatory options (i.e., closed, restrictive, moderate, and liberal). The harvest "prescriptions" call for liberal duck-hunting regulations if the mallard population is high (relative to the Plan goal), breeding-habitat conditions are exceptionally good, or both. Restrictive regulations or a closed season would be needed when population status and habitat conditions are relatively poor. Moderate regulations would be appropriate under intermediate population levels and pond numbers. This year's estimates of 8.3 million mallards and 3.9 million ponds in Prairie Canada allow for the liberal option, which contains season lengths and bag limits similar to those last used during 1980-84. After information is available from population surveys next spring, managers will evaluate what they have learned about the effects of hunting. That information will then influence the harvest prescriptions next year. This annual process of feedback is repeated year after year, ensuring that managers improve their understanding of the effects of regulations on waterfowl populations and make adjustments to harvest strategies accordingly.

The Service recognizes that 1995 represents a transition year with respect to implementation of AHM and that further refinement is needed. In particular, the set of potential regulatory options will be reviewed and necessary adjustments made based on the following criteria: (1) options should differ sufficiently so that differences in harvest levels and their impacts on duck populations can be detected with current monitoring programs; (2) the set of options should produce enough variation in harvest rates to permit identification of optimal harvest strategies; and (3) regulatory options should reflect the needs of law enforcement and the desires and abilities of hunters. The set of options can be reduced or expanded as the need arises, but it is important to use the same options long enough to identify patterns in harvest rates under each regulatory option.

With respect to the North American Waterfowl Management Plan (Plan), the Service appreciates support for linking the objectives of harvest management with the population goals of the Plan. The Service recognizes, however, that further consideration is needed regarding how much emphasis to place on hunting opportunity when

populations are below Plan goals and how to best incorporate goals for species other than mallards. There appears to be a misunderstanding about Plan goals. The 100 million fall flight includes areas in Canada and the USA that lie outside the annual survey area. If estimated duck abundance in unsurveyed areas is included, the continental fall flight of ducks this year should be well over 100 million.

The Service recognizes the limitations imposed by relying solely on the status of mid-continent mallards for setting basic season lengths and bag limits. It is important to note, however, that duck regulations always have been based primarily on the status of mid-continent mallards. This is because they are the most abundant duck in the harvest and because mallards are good indicators of how many other species are doing. For this year, the Service continues to make special provisions within the basic frameworks for some species (e.g., pintails, black ducks, canvasbacks, wood ducks). During the next year, the Service, in cooperation with the Flyway Councils and others, intends to develop a conceptual framework and timetable for expanding AHM to other populations of mallards and to other duck species.

The Service also recognizes that its prescription for closed seasons under some combinations of population and pond numbers is a source of concern. By law, however, the Service is mandated to consider closed seasons (in fact, seasons remain closed unless action is taken to open them). For the purpose of the 1995 regulations, only four options (closed, restrictive, moderate, and liberal) were considered in the assessment, with the recognition that closed or even restrictive seasons likely would not be needed this year. Even if resource conditions deteriorated dramatically, a closed season would not necessarily be needed; the Service would first determine if more restrictive regulations than those in the proposed restrictive option would be compatible with resource status.

Though substantial progress has been made in communicating AHM to the professional community, many conservation groups and the public-at-large remain uninformed about the approach. Because AHM represents a significant change in the approach to setting regulations, it is important that this change be communicated to the public in a timely fashion. Outreach efforts now are ongoing through the Service Public Affairs Office, and State conservation agencies continue to play an important role in educating non-governmental organizations and the

media. Successful implementation of AHM will require continued consensus building, not only among traditional decision-makers, but also among the broader group of stakeholders who are concerned about the conservation of waterfowl.

B. Framework Dates

Council Recommendations: The Atlantic Flyway Council recommended framework dates of October 1 to January 20.

The Upper-Region and Lower-Region Regulations Committees of the Mississippi Flyway Council recommended framework dates of September 28 to January 23.

The Central and Pacific Flyway Councils recommended framework dates of the Saturday nearest October 1 (September 30) to the Sunday nearest January 20 (January 21).

Written Comments: The South Dakota Department of Game, Fish and Parks opposed a fixed framework opening date, while an individual from Mississippi expressed support for a January 31 framework closing date.

The Humane Society recommended that all seasons open at noon on Wednesdays in order to reduce the high level of harvest associated with traditional Saturday season openings. They further recommended that season openings be delayed by two weeks in all breeding areas in order to allow ducks time to leave natal marshes before being subjected to hunting pressure.

Service Response: Traditional framework opening and closing dates have been oriented to the period October 1 - January 20, either as fixed calendar dates or "floating" dates, using as a guideline the Saturday nearest October 1 and the Sunday nearest January 20 to select opening and closing dates annually. In recent years, the Service has established fixed calendar dates of October 1 - January 20 for all Flyways. The fixed calendar dates of September 28 - January 23 recommended for the Mississippi Flyway this year would provide consistently wider frameworks over the years than the fixed October 1 - January 20 dates recommended for the Atlantic Flyway and the floating dates recommended for the Central and Pacific Flyways. To maintain consistency among Flyways in the procedures for selecting framework dates, and because floating dates have been recommended annually for the Mississippi Flyway in recent years, the Service proposes to return to the traditional procedure using fixed calendar dates for the Atlantic Flyway and floating dates for the Mississippi,

Central, and Pacific Flyways, all oriented to the October 1 - January 20 period. However, the Service reiterates its previously stated policy to retain the option of using framework dates as a harvest-management tool.

Regarding the Humane Society's recommendation for Wednesday season openings, the Service notes that States have the option of adjusting season opening and closing dates and shooting hours within the framework limits to correspond with particular days and/or times.

C. Season Length and Bag Limits

Council Recommendations: The Atlantic Flyway Council recommended a 50-day season with a 5-bird daily bag limit, including no more than 1 black duck, 1 hen mallard, 1 pintail, 1 canvasback, 2 wood ducks, 2 redheads, and no harlequin ducks. Further, the Council recommended that States maintain a 40-percent reduction in the harvest of black ducks from the 1977-81 base period.

The Upper-Region Regulations Committee of the Mississippi Flyway Council recommended a 50-day season with a 5-bird daily bag limit, including no more than 4 mallards (no more than 1 of which may be a hen), 1 black duck, 1 pintail, 1 canvasback, 2 wood ducks, and 2 redheads.

The Lower-Region Regulations Committee of the Mississippi Flyway Council recommended a 50-day season with a 5-bird daily bag limit, including no more than 4 mallards (no more than 1 of which may be a hen), 3 mottled ducks, 1 black duck, 1 pintail, 1 canvasback, 2 wood ducks, and 2 redheads.

The Central Flyway Council recommended a 60-day season (83 days in the High Plains Mallard Management Unit with the last 23 days of the season taken no earlier than the Saturday closest to December 10) with a 5-bird daily bag limit, including no more than 1 hen mallard, 1 mottled duck, 1 pintail, 1 canvasback, 2 wood ducks, and 1 redhead. Furthermore, the Council recommended reinstating the point-system option for establishing the daily bag limit for ducks in 1995. The Council also would like to work with the Service in another cooperative review of its point-system policy.

The Pacific Flyway Council recommended a 93-day season (100 days in the Columbia Basin Management Unit) with a 6-bird daily bag limit, including no more than 1 hen mallard, 2 pintails, 1 canvasback, and 2 redheads.

Written Comments: Two local organizations in Massachusetts and

individuals from Arkansas and Georgia expressed support for the proposed 50-day season and 5-bird daily bag limit. Individuals from Tennessee, Virginia, Wisconsin, and Iowa and two people from Minnesota expressed support for the proposed increase in season length but were against the proposed bag limit increase. An individual from Wisconsin expressed support for a 70-day season. Another individual from Wisconsin and two people from Illinois supported a 50-day season and a 4-bird daily bag limit, while an individual from Tennessee supported a 40-day season and a 4-bird daily bag limit. One person from Virginia requested a 73-day season.

An individual from Illinois expressed general concern over the proposed regulatory package and a person from Michigan was against any increase in the daily bag limit. Individuals from Louisiana and Minnesota were opposed to a 50-day season and 5-bird daily bag limit and a person from Iowa was opposed to a 40- to 50-day season with the proposed 5-bird daily bag limit. Two people from Illinois and one person from Minnesota recommended maintaining last year's regulations of a 40-day season and a 3-bird daily bag limit, while another individual from California expressed support for a 4-bird daily bag limit. An individual from Illinois recommended a 30-day season and a 2-bird daily bag limit. One individual from Kentucky expressed general support for low limits, and an individual from Georgia was against any lengthening of the season.

An individual from Minnesota stated that increasing the season length and bag limits would encourage overharvest and wanton waste, while a person from Illinois suggested keeping the bag limits low until the populations were more secure and then gradually increasing both season length and bag limits.

The National Wildlife Federation, in accordance with the significantly increased duck populations, concurred with the Service's proposal to expand duck hunting opportunities.

The Humane Society opposed the proposed liberalization of season length and bag limits, believing that it was an unwarranted and unwise action on the basis of only 2 years of good duck production.

Service Response: In reference to reinstating the point system, the Service, with input from the Flyway Councils, completed a comprehensive review of the point system in 1990, and established a policy that the point system should be restricted to a maximum daily bag limit no greater than that allowed under the conventional daily bag limit. In 1994,

the Flyway Councils asked the Service to review this policy. The Service's review was completed in July 1994 and sent to all Flyway Councils. The 1990 review indicated that (1) there was little evidence that the point system was more effective than the conventional bag limit at redirecting harvest, (2) major problems remained with determining appropriate species- and sex-specific point values, (3) species closures eliminated the bird-in-hand identification advantage of the point system, (4) reordering of point values in the field was an incentive under the point system and enforceability remained a major concern, and (5) most problems with the point system were in application and not concept.

In the 1994 review, the Service considered additional information that had been gathered since the 1990 review, and concluded that the point-system alternative to the conventional bag limit should be discontinued. Over the years, the Flyway Councils and States have had substantial opportunity to provide input into the review of scientific studies and analysis of this information. The completion of the 1990 and 1994 reviews and the decision to discontinue the point system have considered input from all entities.

Regarding the recommendations for shorter seasons and smaller bag limits, the Service has reviewed the current status of populations and evaluated the potential impacts of the proposed frameworks. The Service believes that the frameworks provided herein are consistent with the improved status of ducks and long-term population goals.

D. Zones and Split Seasons

Written Comments: The Central Flyway Council and the Nebraska Game and Parks Commission recommended that the Service eliminate its policy that States may not zone and/or use a 3-way split season simultaneously within a special management unit and the remainder of the State when establishing duck hunting zones.

An individual from Virginia requested a continuous season with no splits, while the Humane Society urged the Service to discontinue all split and special seasons and recommended that any State establishing such seasons reduce the total number of hunting days by a minimum of 10 days.

Service Response: The Service will continue to utilize the guidelines that were established for the use of duck zone/split seasons published in the September 21, 1990, Federal Register (55 FR 38898). These guidelines contain specific limitations on special management units, including the High

Plains Mallard Management Unit in Nebraska. The original justification and objectives established for the High Plains Mallard Management Unit provided for additional days of hunting opportunity at the end of the regular duck season. In order to maintain the integrity of the management unit, current guidelines prohibit simultaneous zoning and/or 3-way split seasons within a management unit and the remainder of the State. Removal of this limitation would allow additional proliferation of zone/split configurations and compromise the original objectives of the management unit.

In regard to the recommendation that split and special seasons be discontinued, the Service notes that States always have the option of selecting a continuous season with no splits. Furthermore, the Service is not aware of any information that split seasons are causing detrimental impacts to populations.

The Service also reminds the Central Flyway Council that the report on the High Plains Mallard Management Unit should be completed. The Service did not receive the report by the Central Flyway Council's target completion date of June 1995 and requests additional information as to its status, including an updated target completion date.

G. Special Seasons/Species Management

i. Canvasbacks

Written Comments: An individual from Wisconsin supported the proposed opening of the canvasback season.

Service Response: Results of the May Breeding Waterfowl and Habitat Survey this year indicate that habitat conditions and the size of the canvasback population are sufficient to open the season on canvasbacks. Therefore, the Service is offering a bag limit of 1 canvasback per day during the 1995-96 regular duck season.

ii. Redheads

Council Recommendations: The Mississippi Flyway Council recommended a bag limit of 2 redheads per day, an increase from the bag limit of 1 redhead per day proposed by the Service.

Public-Hearing Comments: Mr. Richard Elden stated that, based on the status of redheads this year, liberalization of the daily bag limit for this species was warranted and biologically supported, and requested that the Service reconsider its proposal and increase the number of redheads in the daily bag limit from 1 to 2 birds in the Mississippi Flyway.

Dr. Rollin Sparrowe questioned why the Service did not consider adding an additional redhead to the bag limit in the Mississippi and Central Flyways when populations seemed appropriate and urged the Service to reexamine this aspect before frameworks were finalized.

Written Comments: The Texas Parks and Wildlife Department, in letters dated June 6 and September 6, 1995, requested a bag limit of 2 redheads per day in the Central Flyway. They believe that a daily bag limit of 2 redheads per day should have been part of both the moderate and liberal packages for the 1995-96 hunting season based on the recent increases in the breeding population. Further, they state that the current population and harvest data substantiate the biological justification for a daily bag limit of 2 redheads in both the Central and Mississippi Flyways.

Service Response: The Service prefers that proposals for changes in species- or population-specific regulations be based on more long-term strategies rather than in response to short-term changes in population estimates. The Service believes that such strategies should include the following: (1) an assessment of how the population responds to harvest and environmental conditions, (2) criteria that prescribe when regulations should be changed (i.e., become more restrictive or more liberal), (3) the range of regulatory options that will be considered (e.g., ranges of season lengths and bag limits), and (4) considerations for determining the efficacy of the harvest strategy. The proposals to permit a bag limit of 2 redheads per day were received in late July, and were based primarily in response to the estimated size of the redhead population during spring 1995. Due to the timing of the requests, analyses of biological data sufficient to address the four criteria above could not be conducted. Further, additional harvest opportunities on redheads in all Flyways will result from increases in season lengths proposed for this year. The Service recommends that MBMO and the Flyways cooperatively develop protocols and strategies for addressing species- and population-specific limits within the context of the AHM Initiative, and believes the AHM Working Group is the appropriate forum for this endeavor.

4. Canada Geese

B. Regular Seasons

Council Recommendations: The Atlantic Flyway Council recommended that the regular season on the Atlantic

Population of Canada geese be suspended; except for West Virginia, the Southern James Bay Population harvest areas of Pennsylvania, and a newly created New England Zone [Maine, New Hampshire, Rhode Island, Vermont (excluding the Lake Champlain Zone), Massachusetts (excluding the Western Zone), and Connecticut (excluding Litchford and Hartford Counties)]. In the New England Zone, the Council recommended a 30-day season, with a framework of October 1 through November 30, with a 1-bird daily bag limit. The Atlantic Flyway Council also recommended that, in light of the decision to suspend the regular season on migrant Canada geese flyway-wide, the Service should immediately begin a review of framework dates for resident Canada goose seasons to determine whether dates could be expanded to increase harvests.

The Upper-Region and Lower-Region Regulations Committees of the Mississippi Flyway Council recommended several changes in Canada goose quotas, season lengths, etc., based on population status and population management plans and programs.

The Central Flyway Council recommended several changes for west-tier dark geese: (1) an increase in the aggregate bag limit from 3 to 4 birds, (2) an extension of the framework closing date from January 31 to the Sunday nearest February 15 (February 18) for the Western Goose Zone of Texas, and (3) an increase in the dark goose bag limit from 2 to 4 birds in Sheridan County, Montana.

The Pacific Flyway Council recommended that the bag limit for Canada geese in central Montana, western Wyoming, and southeastern Idaho be increased from 3 to 4 birds. The Council also recommended that the daily bag limit for cackling Canada geese in the quota zones of western Oregon and western Washington be increased from 1 to 2 birds.

Public-Hearing Comments: Mr. Lloyd Alexander supported the Service's proposal to close the Canada goose season throughout the Atlantic Flyway. He stated that existing data do not support a limited season in the New England States and that survival rates on birds migrating through the Maritime Provinces of Canada are actually lower than those breeding in northern Quebec, to delineate this population, he suggested that better data was needed. He also encouraged the Service to contact the Canadian Wildlife Service and request that the sport harvest on Atlantic Population Canada Geese be suspended in Quebec and Ontario by

emergency closure this year. Further, he asked the Service to work with representatives of the native communities to reduce subsistence harvest in northern Quebec and to ask the Canadian Wildlife Service to review the harvest and consider restrictions on Canada geese in the Maritime Provinces.

Mr. Bruce Barbour recommended that further restrictions on the Atlantic and Southern James Bay Population of Canada geese and the dusky subspecies should be sought for their recovery.

Mr. Mike Harris commented that Canada geese have changed their movement patterns in recent years and no longer migrate north in the spring, as they once did. Rather, he believes they remain as resident birds and breed locally. He maintains that although these geese are in good numbers, early seasons on these birds should not be allowed, because it reduces the overall numbers of geese available during the regular season. He claims that it is difficult to stay in business and suggests that if the hunting season is closed on Canada geese, the guides and outfitters should receive some financial assistance from the Federal Government. He recommended that a 30-day season with a 1-bird daily bag limit be offered until the changing patterns of resident geese could be reviewed.

Dr. Rollin Sparrowe commended the Service and the Atlantic Flyway Council for proposing the closure on Canada goose hunting in the Atlantic Flyway, urged the Service to request the Canadian Wildlife Service take similar action in Canada, and expressed support for initiating research to better understand the problem.

Written Comments: The Maine Department of Inland Fisheries and Wildlife, the Massachusetts Division of Fisheries and Wildlife, the Connecticut Department of Environmental Protection, and the Rhode Island Division of Fish and Wildlife, expressed support for the suspension of the 1995-96 regular Canada goose season throughout most of the Atlantic Flyway, but opposed the Service's proposal to extend the season closure into several New England States. They strongly urged the Service to adopt the Atlantic Flyway Council's recommendation to provide a reduced 30-day season, between October 1 and November 30, with a 1-bird daily bag limit for States in the newly created New England Zone. They argued that migrant Canada geese harvested in this Zone are derived from Maritime Canada and believed that the status of this group of geese is better than that of geese breeding in Northern Quebec. Further, they believed a limited season is necessary to control the

rapidly growing resident population of Canada geese and to reduce the number of nuisance complaints. The New York State Division of Fish and Wildlife also requested that the western half of Long Island be considered for inclusion into the New England Zone, based on band recovery data, and be permitted a limited season as outlined above.

In Massachusetts, the Town of Yarmouth and two local sportsmen organizations urged the Service to reconsider the Atlantic Flyway Council's proposal for a 30-day season, 1-bird daily bag limit to control numbers of non-migratory geese. Several individuals from Massachusetts also complained about the growing public nuisance problem with resident geese and stressed the need for an open regular season to control their numbers. Special seasons on resident geese in September and late January have not been an effective population-control mechanism. Another individual from New York commented that resident geese will explode as a result of the season closure on migrant Canada geese and that farmers' fields will be eaten bare. He recommended a 30-day season with a 2-bird daily bag limit, which would also increase the income from Duck Stamp sales.

The Susquehanna River Waterfowler's Association of Pennsylvania also requested that the Service consider a greatly reduced season of 30 days with a 1-bird daily bag limit rather than a complete closure. They believe that once the season is closed, it will be difficult to reopen because of opposition from anti-hunting groups. Another individual from Maryland also worried that the season may not reopen when the goose population rebuilds because of the strong anti-hunting forces. He further objected to the late notice of the closure and stated that hunting leases were, in many cases, already paid to the landowners.

Individuals from Massachusetts, Connecticut, Rhode Island, New York, and Pennsylvania expressed opposition to the season closure on Canada geese, suggesting that migrant geese have changed their migratory behavior and now breed locally. Thus, there are actually great numbers of geese available to hunters. Individuals from Pennsylvania and New York commented that local Cree Indians in Canada were responsible for taking too many eggs and killing the birds on the nests on the breeding ground in Canada. They suggested that the Service consider the economic impacts of a closed goose season on farmers and those sportsman who pay for leases.

They further requested that the Service should reimburse them for their losses.

Several individuals from Connecticut supported the season closure on Canada geese breeding in Northern Quebec, but commented that the Maritime Canada goose population was stable. They believed that a limited season in the New England area is justified because the hunting season on the Maritime population in Canada was not closed. In addition, five petitions containing 302 signatures were received from residents of New York and Connecticut opposed to the closing of the Canada goose season in New York and Connecticut. Another individual from Massachusetts was critical of the Service and State wildlife biologists for not making a bigger effort in previous years to reduce the season length and bag limits.

Several individuals from Maine expressed their disappointment with the season closure on Canada goose hunting and asked the Service to reconsider a limited 26-day season with a 1-bird daily bag limit. This would allow Maine hunters to hunt resident geese while having a negligible effect on the migratory goose populations.

In Maryland, the Queen Anne's County Chamber of Commerce requested that a moratorium on all Canada goose hunting be in effect during the 1995-96 season rather than allowing some seasons to occur on resident geese. They added that these seasons have the potential of increasing the harvests of migratory geese as well. Because of the traditional and economic importance of goose hunting in their area, they maintain that a total ban on Canada goose hunting would be the quickest way to rebuild the population and reopen the hunting season.

Two individuals from Massachusetts, complained that migratory geese have been declining for years due to over-harvesting, and as a result, many were remaining to breed locally as resident geese. They were glad that the Service finally recognized the problem, but felt that jeopardizing the non-consumptive user because of benefits to hunters was unconscionable.

The National Wildlife Federation expressed support for the Service's proposal to suspend the Canada goose season throughout the Atlantic Flyway for the 1995-96 hunting season. Furthermore, they urged the Service to set goose hunting regulations that would increase the harvest of nonmigratory resident geese in those few Atlantic Flyway areas that would not be closed.

An individual from the Eastern Shore of Maryland expressed support for the closure of the regular Canada goose season for as long as it takes to rebuild

the population to the levels of the mid-1980s. Other individuals from Maine and New York supported the suspension of the Canada goose season on the East Coast and one person from Maryland requested a five-year moratorium on the hunting of migratory Canada geese.

The Humane Society expressed support for the proposed closure on Canada geese and further urged that the Service close the season on Canada geese throughout the Atlantic Flyway with no exceptions.

An individual from Minnesota recommended a season opening no earlier than October 7 and closing no earlier than November 20 for the Lac Qui Parle Zone in Minnesota. He further recommended that the quota be set at 7,500 Canada geese.

In the Pacific Flyway, an individual from Washington urged additional protection for the dusky Canada goose population wintering along the Chehalis River.

Service Response: Based on the continuing decline in the number of breeding pairs of Atlantic Population (AP) Canada geese, the Service endorses the Atlantic Flyway Council's recommendation to suspend the 1995-96 regular Canada goose season in the Chesapeake and Mid-Atlantic regions of the Atlantic Flyway, with exceptions for West Virginia and a portion of Pennsylvania. The substantial drop in numbers of AP Canada geese (27 percent from 1994 and 75 percent from 1988) has continued despite harvest restrictions imposed in 1992. However, the Service does not support the recommendation to provide a 30-day season between October 1 and November 30, with a 1-bird daily bag limit, for States in the New England Zone. The AP Canada geese are currently managed under an approved Flyway Management Plan as a single population unit, including both Northern Quebec and Maritimes breeding areas. The Service will continue to manage geese on a population basis, guided by cooperatively developed management plans.

The information available to separate these populations into two units, as the basis for the New England Zone, is currently very limited. Survival rates, based on limited bandings, are actually lower for the Maritimes component of the population than for geese in the area where the Flyway Council recommended a complete season closure. Also, productivity information, which would help assess the differences in survival rates, is very limited. In addition, only 2 years of population-

survey data are available for Canada geese breeding in the Maritimes, and these are too inconclusive to indicate whether numbers of breeding pairs are stable or declining. The Service does not oppose the delineation of a Maritime unit of AP Canada geese, if warranted, but believes that more information is needed before beginning a harvest strategy different from that for the component breeding in Quebec.

Therefore, the Service encourages the Flyway Council to work cooperatively with the Canadian Provinces during the coming year to gather more data, review the key population parameters involving the Maritime component of AP Canada geese, update its AP Canada goose management plan, and make recommendations regarding an appropriate harvest strategy for this group of geese.

The Service recognizes the recreational and economic hardships to hunters and the non-hunting public that will result from suspending the regular hunting season on AP Canada geese this year in the Atlantic Flyway. However, recent breeding pair surveys indicates that this population has undergone a dramatic decline over the past few years and the Service agrees with the Atlantic Flyway Council that very stringent harvest control measures are needed to prevent further declines from occurring. Also, regulatory restrictions taken in 1992 to reduce the harvest were ineffectual and further declines in the population have continued. Canada, in response to these dramatic declines, has joined the Service in imposing season closures during the 1995-96 hunting season. Thus, the Service wishes to minimize further risk to the breeding population that would result from offering a limited hunting season and to focus attention towards rebuilding the population. The Service will continue to work closely with Canada, and the Atlantic Flyway Council to closely monitor and annually reevaluate the population status of AP Canada Geese.

Regarding special early-season framework dates, the Service concurs with the Atlantic Flyway Council that the special circumstances associated with the Flyway-wide closure of the regular Canada goose season warrant a reevaluation of the special early Canada goose season framework dates throughout the Atlantic Flyway. The Service agrees to work with the Atlantic Flyway Council during the coming year to determine if further changes to the special early-season framework dates can be accommodated without adverse impacts to migratory Canada geese in the Atlantic Flyway.

Regarding the Lac Qui Parle Zone in Minnesota, the Service only establishes the frameworks, or outer limits, for dates and times when hunting may occur and the number of birds that may be taken and possessed. The State of Minnesota selects the actual season dates. This year, Federal frameworks allow for a 30-day season, or when 16,000 birds have been harvested (whichever occurs first), between the Saturday nearest October 1 and January 31. In addition, the State may split the seasons into two segments.

Regarding the Central Flyway Council's request to increase the dark-goose aggregate bag limit from 3 to 4 for the west-tier States, the Service concurs with the requested increase for Canada geese. Additionally, the Service is encouraged by the efforts of the Central Flyway Council to begin the process of revising dark-goose management plans with a target completion date in 1997. In the interim, current Cooperative Management Plans would allow for the proposed increase in Canada goose bag limits in the West-Tier States. Comments specific to white-fronted geese are addressed under Item 5. White-fronted Geese.

Regarding the Pacific Flyway Council's request to increase bag limits on Canada geese in portions of Idaho, Montana, and Wyoming, and limits on cackling Canada geese in portions of Oregon and Washington, the Service concurs.

C. Special Late Seasons

Council Recommendations: The Atlantic Flyway Council recommended a new experimental late season for resident Canada geese in New York, and additional days and area modifications for existing seasons in New Jersey, South Carolina, and Georgia. In addition, because of the high harvest of migrant Canada geese, the Council recommended suspension of the special late season in the Coastal Zone of Massachusetts.

The Pacific Flyway Council recommended revision of the Canada goose season framework in Cowlitz County south of the Kalama River and Clark County, Washington, to allow a special late season. The season would be subject to the following conditions: (1) season dates would be February 5 through March 10, (2) bag limits and checking requirements would be the same as the regular season, except that the season on cackling Canada geese would be closed, (3) the season would end upon the attainment of a quota of 5 dusky Canada geese (this quota would be taken from the total of 90 allocated under the regular season), and (4) fields

selected for the season would not have more than 10 percent dusks in the flocks using the fields. Additionally, the season would be contingent upon an operational hazing program in place in the hunt area, administered by the U.S. Department of Agriculture, Animal Damage Control (ADC) in Washington. ADC would identify fields receiving depredation and contact hunters from a list supplied by the Washington Department of Fish and Game (WDFG). WDFG would evaluate season effectiveness and estimate harvest, subspecies composition, hunter participation, and report band recoveries.

Service Response: The Service concurs with the above recommendations.

5. White-fronted Geese

Council Recommendations: The Central Flyway Council recommendations regarding dark geese involve white-fronted geese. See item 4. Canada Geese. Specifically pertaining to white-fronted geese, the Council recommended an increase in the season length in the Eastern Goose Zone of Texas from 72 to 86 days.

The Pacific Flyway Council recommended several changes to white-fronted goose frameworks. The Council recommended that special bag-limit restrictions on whitefronts be removed by placing them within the overall dark goose limits except in the primary whitefront harvest areas in Alaska; the Counties of Lake, Klamath, and Harney in Oregon; and in the Northeastern and Balance-of-State Zones in California. In Oregon, the Council recommended that all whitefront seasons be concurrent with dark goose seasons. In California, the Council recommended that the whitefront season be extended by two weeks in the Sacramento Valley special goose closure portion of the Balance-of-State Zone.

Written Comments: The Texas Parks and Wildlife Department recommended that the Service's proposed bag limit of 5 dark geese, which could contain no more than 1 white-fronted and 4 Canada geese, be modified to allow no more than 2 white-fronted geese within a 4-dark goose aggregate bag in the Western Goose Zone of Texas. Texas indicated that a 2-bird daily bag limit on whitefronts would maintain harvests at about current levels (3,500) in the Western Goose Zone of Texas.

An individual from Texas recommended maintaining the existing white-fronted goose daily bag limit in the Western Goose Zone of Texas at 3 birds. He further questioned the Service's mid-winter survey data and

argued that if the Service wanted to limit the harvest of whitefronts until better data was available then the Service should increase the dark-goose aggregate daily bag limit to 4 birds, of which no more than 3 could be whitefronts.

Service Response: While the Service concurs with the Central Flyway Council's request to increase the daily bag limit from 3 to 4 Canada geese in the dark-goose aggregate bag limit for the West-Tier States (see Item 4. Canada Geese), the Service believes that it is not appropriate for white-fronted geese. Limits for white-fronted geese in the aggregate bag limit have in the past been more liberal in the western portion of the Central Flyway, which includes the West-Tier States and the Western Goose Zone in Texas, because whitefronts were relatively scarce and occurred almost incidentally in the harvest. However, biologists have recently identified a large group of wintering whitefronts in the Western Goose Zone in Texas, which are believed to be part of the Western Segment of the Mid-Continent Population of greater white-fronted geese. Further, the annual harvest of whitefronts in the Western Goose Zone of Texas has averaged over 3,500 during the past 3 years, which is substantially higher than that occurring in the rest of the western portion of the Flyway. Because of the large number of whitefronts now known to winter in the Western Goose Zone in Texas, the Service believes that the whitefront limits should be more in line with the remainder of those areas in the range of the Western Segment Population of Mid-continent Population of greater white-fronted geese. The Service also believes that the limits should be similar throughout the western portion of the Flyway. Therefore, the frameworks that follow include a daily bag limit of no more than 1 white-fronted goose in the aggregate bag limit for the West-Tier States, including the Western Goose Zone in Texas. The Service is encouraged by progress initiated by the Central Flyway Council to revise dark-goose management plans, including those for the Mid-Continent white-fronted goose population. The target completion date, during 1997, should allow for additional data-collection efforts on this group of whitefronts wintering in the Western Goose Zone in Texas.

Regarding the Pacific Flyway Council's recommended changes in frameworks governing the hunting of white-fronted geese, the Service concurs and notes that the changes are in accordance with the harvest strategy

developed by the Council, Native groups in Alaska, and the Service.

7. Snow and Ross's Geese

Council Recommendations: The Atlantic Flyway Council recommended extending the framework closing date for snow geese to March 10.

The Upper-Region and Lower-Region Regulations Committees of the Mississippi Flyway Council recommended that the framework closing date for light geese be extended to March 10 and the daily bag limit be increased to 10 birds.

The Central Flyway Council recommended that the framework closing date for east- and west-tier light geese be extended to March 10.

Public-Hearing Comment: Mr. Lloyd Alexander commended the Service for extending the framework closing date on greater snow geese to March 10, but asked the Service to consider the option of allowing states to split their seasons into 3 segments. He believed that the requested option is needed to allow more flexibility in helping farmers deal with crop-depredation problems.

Written Comments: The Pennsylvania Game Commission recommended that the State of Pennsylvania be included in those wintering States offered an extended framework closing date of March 10. They stated that increasing the framework would allow farmers to deal with depredation problems and provide additional hunting opportunity to Pennsylvania hunters.

The Nebraska Game and Parks Commission requested that the 17 Rainwater-Basin counties proposed by the Service to be excluded from the area where the framework closing date for snow goose hunting would be extended to March 10 be included in the March 10 framework-closing-date area. Further, they request that Burt, Washington, and Douglas Counties north of Interstate 80 be added to the March 10 framework-closing-date area. They also request that in lieu of Interstate 80, the Platte and North Platte Rivers be the boundary separating the two areas with different framework closing dates. They state that the reasons for these recommendations are to increase the harvest of snow geese and the primary concentration of late-winter snow geese in Nebraska is in the Rainwater-Basin counties and along the Missouri River.

Service Response: The Service concurs with the requests to extend the framework closing date for light geese to March 10 in the Atlantic, Mississippi, and Central Flyways, but believes that this extension should be limited to the primary wintering range of light geese in each Flyway. For the 1995-96 hunting

season, Interstate Highway 80 will be the northern boundary of this extension in the Central and Mississippi Flyways, with the exception of Nebraska. In Nebraska, the Platte River will serve as the boundary. In the Atlantic Flyway, the extension will be limited to the States of Delaware, Maryland, Pennsylvania, New Jersey, North Carolina, South Carolina, and Virginia.

Regarding Nebraska's recommendation to include the Rainwater-Basin Counties and three counties north of the Platte River in the late-hunt area, the Service does not agree with the recommendation. The Counties north of the Platte River were not considered primary wintering areas for light geese. The Rainwater Basin is an important spring staging area for many species of migratory birds, and biologists believe that hunting activities in March could be disruptive, increase potential for disease outbreaks, and be incompatible with other uses.

The Service concurs with the recommendation to use the Platte River as the boundary for the March 10 extension of the framework closing date in Nebraska. If there is a need to refine this boundary, the Service requests input from the two Flyway Councils to establish biological criteria for such a refinement. These criteria should include at a minimum the number of geese using an area and the frequency among years an area is used for wintering. In the absence of defined criteria, the Service will continue to use Interstate 80 and the Platte River in Nebraska as the boundary in the Central and Mississippi Flyways. The Service also reminds States that additional areas proposed for inclusion in the late-hunt region should be submitted to their respective Flyway Council for consideration. The Service will work with the Flyway Councils to develop specific criteria for use in the 1996-97 hunting season.

8. Swans

Council Recommendations: The Pacific Flyway Council reiterated its recommendations for a swan season in portions of Montana, Utah, and Nevada (see the June 16, 1995, Federal Register), except that the period should be 3 years instead of 5 years and the trumpeter swan quota allocation was made. Features of the Council's recommendation include: (1) changing ending framework dates in all three States from the Sunday closest to January 20 to December 1 for Montana, Sunday closest to December 15 for Utah, and the Sunday following January 1 for Nevada; (2) changing the hunt area in

Montana by deleting those portions of Pondera and Teton Counties west of U.S. Highways 287-89 but including all of Chouteau County; (3) reduce Utah's statewide season to just the Great Salt Lake Basin, defined as those portions of Box Elder, Weber, Davis, Salt Lake, and Tooele counties lying south of State Highway 30 and Interstate 80/84, west of Interstate 15, and north of Interstate 80. Number of swan permits would remain unchanged for Montana (500) and Nevada (650) but would be increased from 2,500 to 2,750 for Utah. A trumpeter swan quota of 20 birds would be allocated, with 15 to Utah and 5 to Nevada, with the season being closed either by the framework date or attainment of the quota, whichever occurs first. All hunters in Utah and Nevada would be required to participate in a mandatory parts check at designated sites within 72 hours of harvest for species determination; and hunters in Montana would continue to participate in a voluntary bill-measurement card program. The States would continue to monitor harvest composition, swan population during the hunt, and collect related harvest data. This information would be reported to the Service in a preliminary report by March 31 and a final report by June 30, 1996.

The Council offered the proposed frameworks in an attempt to forward trumpeter swan range expansion efforts throughout the western states and to cooperate with the Trumpeter Swan Society in their efforts with this species. The quota on trumpeter swans is believed to be biologically insignificant and estimated to be less than 1 percent of the population. The combined sport and subsistence harvest of Western Population tundra swans has averaged about 10 percent of the midwinter index during the past 10 years without negative impact to population status. In Utah, 26 percent of the swan harvest has occurred after December 1 and 15 percent after December 15, with December harvests as high as 57 percent in 1993. The Council believed that until December hunts can be demonstrated to threaten trumpeter swans they should be allowed to continue. Between 1962-94, upwards of 98 percent of the Utah harvest occurred in the Great Salt Lake area; therefore, closing of other areas will mainly remove local opportunity but not have a great effect on the overall harvest. The 250 (10 percent) increase in permits for Utah is requested to replace opportunity and harvest lost through area and season closures. Nevada biologists have no data suggesting that State's season is having any impact on

trumpeter migration between the Tristate area and wintering areas in California. The Council offered these recommendations in an effort to integrate Western Population tundra swan and Rocky Mountain Population trumpeter swan management programs and to move ahead and evaluate various aspects of both programs.

Public-Hearing Comment: Mr. Bruce Barbour indicated that both the Eastern and Western Populations of tundra swans are stable and of no management concern. The National Audubon Society supports efforts to restore trumpeter swans throughout their former range, and believes that issues related to the incidental take of trumpeter swans during tundra swan seasons have been adequately addressed in this year's proposal.

Dr. Rollin Sparrowe was supportive of the ongoing efforts to restore and redistribute the Rocky Mountain Population of trumpeter swans within the Tristate Area. He spoke of the conflict between range expansion efforts and waterfowl hunting programs in the Pacific Flyway, including tundra swan seasons in Montana, Utah, and Nevada. However, The Trumpeter Swan Society was satisfied with the Service's proposal to allow significantly modified swan seasons in those three States, which should enhance the likelihood for successful range expansion by trumpeter swans. He thanked the Pacific Flyway Council, the States of Montana, Utah, Nevada, and Oregon, and the Service for successfully developing a compromise that meets everyone's needs.

Written Comments: Ms. Ruth E. Shea, a wildlife biologist associated with research and management of Rocky Mountain Population trumpeter swans since 1976, by letter of July 29, 1995, described a proposal by her and Dr. Rod Drewien which was the foundation of recommendations from The Trumpeter Swan Society and the Pacific Flyway Council included herein. The Shea-Drewien proposal incorporated two primary strategies: (1) increasing protection of migrant trumpeter swans by tightly focusing tundra swan hunts in time and place; and (2) authorizing a small quota of trumpeter swans within each tundra swan hunt area in order to eliminate the liability of the otherwise legitimate tundra swan hunters who accidentally shoot a trumpeter swan, with mandatory check of birds to adequately implement a quota system. She attributes the vulnerable status of this population to a diminished tendency to migrate and to a winter distribution that is largely in overcrowded, less favorable sites. She believes building a migration

southward from eastern Idaho, to the fall staging area of the Bear River Delta in Utah would be an important step in restoring a secure winter distribution. To enhance survival of those few trumpeters that currently migrate into Utah and Nevada, Shea and Drewien proposed focusing tundra swan hunting only in areas and at times where tundra swans are abundant and trumpeters are less likely to be present or have access to suitable security areas. She deemed an ending date of "plus or minus" December 1, in Utah to be the single most important feature of their proposal. Rationale for using this date included: (1) in most years security areas on the Bear River Migratory Bird Refuge freeze around Thanksgiving, potentially forcing swans to use non-secure habitats; and (2) Service and Pacific Flyway efforts to assist in winter distribution includes hazing swans from overcrowded areas, as early as practical in November, which when coupled with shrinking habitat with the onset of winter has potential for pushing swans into the Great Salt Lake Basin by late November. She said that a December 1 closure would still give Utah swan hunters about 45 days of opportunity and would provide future opportunity to translocated trumpeters from Idaho to the Bear River Migratory Bird Refuge vicinity during December. She believes trumpeter swan restoration efforts have been stymied by real or perceived conflicts with the swan hunt, but believes their recommended approach would meet the very different management needs for two species of swans.

The Trumpeter Swan Society (TTSS), again urged the Service to adopt a closing date of December 1 (see the June 16, 1995, Federal Register) or the first Sunday in December, if there is a tradition of ending seasons on a Sunday, for the tundra swan hunting season in Utah to provide additional protection for migrating Rocky Mountain Population trumpeter swans. With the exception of the closing date in Utah, TTSS is in agreement with the Pacific Flyway Council's recommendations as reported in the Federal Register of June 16, 1995. Because these trumpeter swans winter in marginal habitat in the Tristate region of Montana, Idaho, and Wyoming, and have a poor tradition for migrating elsewhere, they will suffer a die-off in a severe winter. TTSS believes a rapid redistribution to better winter habitat is critical to the population's survival. TTSS had previously endorsed a 5-year experimental plan proposed by Drewien and Shea [see comments from TTSS and Shea elsewhere in this

document]. Of the numerous recommended changes, the most critical feature of the plan was modification of hunting seasons in Utah to increase survival of migrating swans. The Great Salt Lake Basin is in the most likely migration path for trumpeters from the Tristate area. The December 1 date is favored because: (1) it coincides with the average date for freezeup of many lakes in the Tristate area which could force trumpeters south, (2) it is about the time that many wetlands within Bear River Migratory Bird Refuge would also freeze which could increase the vulnerability of trumpeters that have migrated to the refuge, and (3) it anticipates increased trumpeter migrations and not past accidental shootings. TTSS does not object to a quota system that would allow a take of trumpeter swans if other conditions of their proposal are met, including modification of seasons and boundaries for swan hunting and of management on the Bear River Migratory Bird Refuge. The quota system is not intended to protect trumpeters but to protect hunters from liability if they accidentally shoot a trumpeter. TTSS regrets the potential loss of hunting opportunity that the December 1 closing date would have on tundra swan hunters but believes it may be the only way to provide adequate protection to migrating trumpeters.

The Humane Society requests that the Service close all swan hunting seasons and contends that tundra swan hunting impedes, if not prevents, winter range expansion and recovery of trumpeter swans. The Humane Society says the Pacific Flyway Council's recommendation for increased permits in Utah and a quota on trumpeter swans in exchange for season modifications should be denied.

The Utah Division of Wildlife Resources, did not support the proposed frameworks for tundra swan hunting in Utah. They believed that the proposed closing date of the first Sunday in December was arbitrary, overly restrictive, likely without benefits to trumpeter swans, and will inhibit the ability to learn and make informed management decisions in the future. They contended that changing the ending date from December 15 was a breach in understanding that changes in frameworks would be driven by data gathered by the mandated State-monitoring programs. Because no trumpeters were detected by Utah's monitoring program, they questioned the validity of the proposed changes and the utility of costly and burdensome monitoring programs if the resulting information was not used. Additionally,

Utah believes that state-support for trumpeter range expansion within the Pacific Flyway and other Flyways may wane if the tundra swan season was not as recommended by the Pacific Flyway Council.

Montana Department of Fish, Wildlife, and Parks, was generally supportive of the changes in swan hunting to further range expansion of trumpeter swans but believed that the earlier season ending dates would preclude learning of the effects, if any, of tundra swan hunting on trumpeter swans. Montana supported continuation of Utah's season ending date to December 15 and suggested that the 15-trumpeter quota allocated to Utah be partitioned for the December period, with the season being closed should more than 5 trumpeters be taken during the first 2 weeks of December and the ending date adjusted the following year. Montana questioned why the Service objects to Utah's use of "collection barrels" as a means of obtaining parts for species classification of the harvest.

Mr. William A. Molini, Chairman of the Pacific Flyway Council, said that the Service's decision to further reduce season lengths was contrary to the commitment toward AHM, that the Council's two swan subcommittees and Study Committee had addressed identifiable conflicting strategies, and that there was unanimous agreement among biologists within those groups that further restrictions on tundra swan hunting could not be justified. He recognized the Service's obligation to consider concerns of non-hunting groups but that obligation should be tempered by the best data available. Then, on behalf of the State of Nevada, he supported Utah's request for a December 15 season closure, as initially recommended by the Council, and asked that various information be considered before finalizing the frameworks. He notes that: of the more than 850 swans checked in Montana, Utah, and Nevada, during the 1994 season, only 1 was a trumpeter and that was taken in Montana during November; 50 percent of Utah swan hunters reported hunting during that portion of the season that is proposed to be closed; that RMP has displayed an average annual growth rate of 7 percent, notwithstanding 33 years of hunting tundra swans; the early closure precludes data collection to determine if seasons dates are a factor contributing to the incidental take of trumpeters; data review is currently provided to adjust seasons as appropriate to afford extra protection to trumpeter swans; the quota of less than 1 percent was designed to provide adequate protection to

migrating trumpeters; and in certain years as much as 57 percent of Utah's harvest occurs after the first of December.

Ms. Ruth E. Shea, letter of August 26, 1995, responding to comments from Robert G. Valentine (above), said the rationale for the recommended December 1 closure related to the average annual date of freezing of security areas on Bear River Migratory Bird Refuge and of habitats in the Yellowstone region, and the resulting reduction of secure habitat options for trumpeters. She reported that in the winter of 1994-95 at least 46 trumpeters were in Utah, with 20 in the Bear River Refuge. She also believed that some successful hunters observed hunting at Bear River Refuge did not report their take, and observed 2 swans illegally taken. She believed those changes in management to resolve the hunter liability issue while protecting migrant trumpeters and increasing their numbers before the population experiences significant winter losses was prudent. While she finds no merit in an open season on trumpeter swans, she believes the trumpeter swan quota was necessary to protect tundra swan hunters so that the Council's subcommittee would then begin to take effective action to solve the trumpeter swan range problems. She believes that the proposed changes will result in public acceptance of swan hunting for more years than otherwise would have been possible and that the proposed frameworks both resolve a legal dilemma and provide a proactive stance toward managing a rare look-a-like species while providing swan hunting opportunity. Lastly, she urges the Pacific Flyway Council to demonstrate its leadership and commitment to restoring RMP trumpeters to a secure distribution.

The Fund for Animals Inc., objected to allowing tundra swan hunting in Utah and Nevada because it adversely impacts trumpeter swans. They referenced comments made to the Service by D. J. Schubert in 1994 regarding this same issue. The quota of 20 trumpeter swans, less than 1 percent of the population, is without analysis, unacceptable, arbitrary, and capricious. They believe that use of a "quota" with a potential loss of 20 or more trumpeter swans would cause severe adverse impacts to range expansion and recovery efforts and provide no additional protection to those swans that could die during the experimental period. They noted that the proposed rule neither distinguishes between accidental and incidental take nor limits the take to incidental shooting. In Utah,

it would have been more appropriate to close counties in the Salt Lake City area than the areas proposed for closure. An earlier season closing date is required to allow necessary range expansion of trumpeters and protection in the event of an early freeze in the Tristate area. They said that authorizing the take of trumpeter swans is inconsistent with Migratory Bird Treaty Act responsibilities to conserve that species.

The Arizona Game and Fish Department supported a later closing date for Utah's swan season and believed that the Service's proposed earlier date was contradictory to efforts related to implementing adaptive harvest management and the Harvest Information Program. They believed that the Council's overall proposal, including season closure should the quota be attained, was reasonable and that the harvest monitoring program would provide definitive data on trumpeter harvest during the tundra swan season.

Service Response: The Service commends all parties, particularly the Pacific Flyway Council, The Trumpeter Swan Society, and Ruth E. Shea for seeking common ground for ways to enhance RMP trumpeter swan range expansion while retaining most aspects of tundra swan hunting. The various recommendations were not made without obvious sacrifices. These recommendations and various reports by the affected states provided the basis for the Service's Environmental Assessment (EA) "Proposal to establish general swan hunting seasons in parts of the Pacific Flyway for the 1995-99 seasons" (August 1995) which compares various alternative strategies for reconciling conflicting swan management strategies.

With the exceptions of The Humane Society's and The Fund for Animals Inc.'s recommendations for no swan hunting and the various recommendations for the season closing date in Utah, the Service believes most recommendations are similar. The Council, Utah, Nevada, Montana, and Arizona recommend a closing date for Utah that would be the Sunday closest to December 15, which would range between December 12 and 18; TTSS recommends a closing date of December 1, but believes there could be latitude to accommodate Sunday closing as is traditional in most Western states; Shea recommends a date of about December 1; and The Fund for Animals Inc. recommended, should a season be allowed, some unspecified earlier date than that proposed by the Service.

The Service supports the basic recommendations from both the Council

and the TTSS regarding number of permits, areas open to hunting, and a quota on trumpeter swans and these are reflected in the frameworks. However, considering the significance of the general swan season, the Service will establish a season ending date of the first Sunday in December. This would allow the ending date to range between December 1 and 7, with the season ending on December 3 this year and, if changes are not deemed essential, December 1 in 1997, etc.

There is nothing biologically or phenologically precise about a swan season ending date of the "first Sunday in December"; but the same can be said for ending dates of "Sunday closest to December 15", "the Saturday closest to January 20", or "the first Sunday in January" as Utah typically selected prior to 1994. The earlier closing date is intended to minimize, not prevent, the likelihood of trumpeter swans that might be forced because of freezing to move from closed areas in Utah or from the Tristate area into areas where they could be shot. Considering the vagaries of weather and habitat, it would be impossible to pick a date that would for each year either optimize hunting or avoid trumpeters moving into hunt areas. Rather than either some earlier or later ending dates, the Service believes the "first Sunday in December" provides a reasonable balance between safeguards for the population of trumpeter swans and opportunity for hunters.

The changes in frameworks are not intended to keep swan hunting opportunity and harvest success unchanged from that which occurred prior to 1994. Opportunity as measured by "hunter days" may be reduced, but some hunters will undoubtedly redirect their activity to earlier in the season and, therefore, offset that reduction to some unknown extent. Opportunity as measured by "number of hunters" will increase in Utah with the 250 additional permits. Average success may also increase over previous years because hunter effort will be focused in the area and at the time of peak tundra swan abundance.

The potential loss of hunting opportunity resulting from the changes in frameworks may not be as great as suggested by data on harvest and effort occurring after November 30. For example, in Utah, during the 1994 season when the season ended on December 15, which was 19 days earlier than the 1969-93 average ending date of January 3, when 4 counties had been closed to swan hunting, and when there was no increase in number of permits issued, hunters killed an estimated 888

swans. This harvest was more than twice that of the preceding year, the third highest harvest in 11 years, and only 7 percent below the average harvest during 1969-93 when also only 2,500 permits were authorized. Utah's hunter-days were unchanged between 1994 (9,948) and the 1969-93 average (9,958).

The Service believes the use of a season ending date and a quota that limits potential take of trumpeter swans are complementary means of providing adequate protection to the trumpeter population during this trial period. Regarding the biological appropriateness of a "1 percent" quota on RMP trumpeter swans, experience with Arctic-nesting tundra swans suggests that a harvest rate upwards of 10 percent for the Western Population allows for a stable to slightly increasing population while a harvest rate of about 3 percent for the Eastern Population allows a growth averaging about 2-3 percent per year.

Timely classification of swans and a high degree of hunter compliance are important if the trumpeter quota is to be used effectively. Because in 1994, only about 63 and 87 percent, respectively, of the estimated number of successful Utah and Nevada swan hunters submitted birds for classification, the Service must insist upon assurances from Utah and Nevada that swans or determinant swan parts will be examined by biologists and that maximum compliance with reporting be sought. Because each State differs in administering controlled hunts and obtaining hunter compliance of hunt requirements, the Service does not specify how this should be done. However, it seems reasonable that speciation could be accomplished within 3 working days of a swan being taken and the rate of compliance be at least as high as that for controlled big-game hunts.

The need or lack of need for Montana to have a season without a quota or to use a different method of reporting harvest will be reviewed annually. Departure from the requirements in Utah and Nevada will likely be contingent upon the continued healthy status of that segment of the trumpeter swan population that has the most potential for be impacted by the Montana season.

The "adaptive management process" was suggested as a means of determining the effects of swan hunting, if any, on range expansion of trumpeter swans within the traditionally longer and later-closing tundra swan season. Those involved with the process for duck hunting know that it has taken 3 years to get to where we are today, with

concerns remaining about managing various stocks of mallards much less other species. Evaluation of a management action or "data driven" management is indeed a key aspect of the adaptive management process, but the process entails more than simply "learning by doing." The adaptive management process among many things requires an explicit statement of the objective, an effective means of measuring results of the action, and consideration being given to "risks" and "constraints." Adaptive management could include reducing risk of an action on one resource while forgoing opportunity with another or making self-imposed restrictions in order to limit fiscal costs to monitoring programs. The States' comments suggest a strategy that places a lopsided emphasis at minimizing the risk to swan hunting rather than reducing the risk to trumpeter range expansion. The frameworks reflect constraints that reduce the risk to late-winter, pioneering swans which are valuable because of their potentially learned trait of moving out of problem sites in the Tristate area and the costs incurred by the Service and the States of Idaho, Wyoming, and Oregon in the restoration efforts. If monitoring costs are prohibitive, consideration should be given to either increasing permit fees or having fewer hunt days in a week so as to reduce costs of operating check stations as is commonly done in several States that conduct controlled goose or crane hunts.

The Service acknowledges and appreciates the efforts of the Council's Study Committee and several swan subcommittees in developing species and population management plans and annually collecting, reporting, and analyzing information on the status and harvest of swans and commends them for it. Information that they and others provide will be considered by the Service each year, with the possibility of season modifications should circumstance warrant; however, the intent would be to make few if any changes during the 5-year trial period.

Lastly, the Service encourages the Pacific Flyway Council and all member States to actively participate in the cooperative efforts to enhance the status and distribution of RMP trumpeter swans.

23. Other

Written Comments: The Andover Sportsmen's Club and the Concerned Coastal Sportsmen's Association, both local organizations in Massachusetts, requested compensatory days for those States that prohibit Sunday hunting.

The Humane Society expressed support for Sunday hunting closures.

Service Response: As the Service has stated numerous times, there is no biological basis for prohibiting hunting on Sundays; therefore, the Service neither promotes nor condones prohibition of Sunday hunting. Sunday-hunting closures are established by State or local law. While the Service has previously stated in the September 24, 1993, Federal Register (58 FR 50188) that it believes this problem is an individual State issue and can best be resolved by each State removing its self-imposed restrictions, the Service has recently committed to work with the Atlantic Flyway Council to review and better clarify the issue of compensatory days for those States prohibiting Sunday 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 (FSSES 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 1995," which is available upon request. In addition, the Service prepared an Environmental Assessment, "Proposal to Establish General Swan Hunting Seasons in Parts of the Pacific Flyway" to reconcile conflicting strategies for managing two swan species in the Pacific Flyway by establishing for a trial period a general swan season in portions of Montana, Nevada, and Utah. The Environmental Assessment is available upon request.

Endangered Species Act Consideration

In August 1995, the Division of Endangered Species 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. 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 Endangered Species (room 432) and the Office of Migratory Bird Management (room 634), Arlington Square Building, 4401 N. Fairfax Drive, Arlington, Virginia.

Regulatory Flexibility Act; Executive Order 12866; and the Paperwork Reduction Act

In the Federal Register dated March 24, 1995 (60 FR 15642), the Service reported measures it had undertaken to comply with requirements of the Regulatory Flexibility Act and the Executive Order. These included preparing an Analysis of Regulatory Effects and an updated Final Regulatory Impact Analysis (FRIA), and publication of a summary of the latter. Although a FRIA is no longer required, the economic analysis contained in the FRIA was reviewed and the Service determined that it met the requirements of E.O. 12866. In addition, the Service prepared a Small Entity Flexibility Analysis, under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), which further documented the significant beneficial economic effect on a substantial number of small entities. This rule was reviewed by the Office of Management and Budget (OMB) under E.O. 12866.

These final regulations contain no information collections subject to OMB review under the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*). However, the Service does utilize information acquired through other various information collections in the formulation of migratory game bird hunting regulations. These information collection requirements have been approved by OMB and assigned clearance numbers 1018-0005, 1018-0006, 1018-0008, 1018-0009, 1018-0010, 1018-0015, 1018-0019, and 1018-0023.

Authorship

The primary author of this final rule is Ron W. Kokel, Office of Migratory Bird Management.

Regulations Promulgation

The rulemaking process for migratory game bird hunting must, by its nature, operate under severe time constraints. However, the Service intends that the public be given the greatest possible opportunity to comment on the regulations. Thus, when the preliminary proposed rulemaking was published, the Service established what it believed were the longest periods possible for

public comment. In doing this, the Service recognized that when the comment period closed, time would be of the essence. That is, if there were a delay in the effective date of these regulations after this final rulemaking, the States would have insufficient time to select season dates and limits; to communicate those selections to the Service; and to establish and publicize the necessary regulations and procedures to implement their decisions.

Therefore, the Service, under authority of the Migratory Bird Treaty Act (July 3, 1918), as amended, (16 U.S.C. 703-711), prescribes final frameworks setting forth the species to be hunted, the daily bag and possession limits, the shooting hours, the season lengths, the earliest opening and latest closing season dates, and hunting areas, from which State conservation agency officials may select hunting season dates and other options. Upon receipt of season and option selections from these officials, the Service will publish in the Federal Register a final rulemaking amending 50 CFR part 20 to reflect seasons, limits, and shooting hours for the conterminous United States for the 1995-96 season.

The Service therefore finds that "good cause" exists, within the terms of 5 U.S.C. 553(d)(3) of the Administrative Procedure Act, and these frameworks will, therefore, take effect immediately upon publication.

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 1995-96 hunting season are authorized under 16 U.S.C. 703-711, 16 U.S.C. 712, and 16 U.S.C. 742 a—j.

Dated: September 20, 1995.

George T. Frampton, Jr.,
Assistant Secretary for Fish and Wildlife and Parks.

Final Regulations Frameworks for 1995-96 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 between the dates of September 1, 1995, and March 10, 1996.

General

Dates: All outside dates noted below are inclusive.

Shooting and Hawking (taking by falconry) Hours: Unless otherwise specified, from one-half hour before sunrise to sunset daily.

Possession Limits: Unless otherwise specified, possession limits are twice the daily bag limit.

Definitions: 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, brant, and all other goose species except light geese.

Light geese - snow (including blue) geese and Ross' geese.

Area, Zone, and Unit Descriptions: Geographic descriptions related to late-season regulations are contained in a later portion of this document.

Area-Specific Provisions: Frameworks for open seasons, season lengths, bag and possession limits, 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, Mergansers, and Coots

Outside Dates: Between October 1 and January 20.

Hunting Seasons and Duck Limits: 50 days and daily bag limit of 5 ducks, including no more than 1 hen mallard, 1 black duck, 1 pintail, 1 mottled duck, 1 fulvous whistling duck, 2 wood ducks, 2 redheads, and 1 canvasback.

Closures: 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 daily bag and possession limits. However, during the regular duck season within the special sea duck areas, the sea duck daily bag and possession limits may be in addition to the regular duck daily bag and possession limits.

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

Coot Limits: The daily bag limit is 15 coots.

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.

Zoning and Split Seasons: Delaware, Maryland, North Carolina, Rhode Island, and Virginia may split their seasons into three segments; Connecticut, Maine, Massachusetts,

New Hampshire, New Jersey, New York, Pennsylvania, Vermont, and West Virginia may select hunting seasons by zones and may split their seasons into two segments in each zone; while Florida, Georgia, and South Carolina may split their Statewide seasons into two segments.

Canada Geese

Season Lengths, Outside Dates, and Limits: The Canada goose season is suspended throughout the Flyway except as noted below. Unless specified otherwise, seasons may be split into two segments.

Connecticut: A special experimental season may be held in the South Zone between January 15 and February 15, with 5 geese per day.

Georgia: In specific areas, a 15-day experimental season may be held between November 15 and February 5, with a limit of 5 Canada geese per day.

Massachusetts: In the Central Zone, a 16-day season for resident Canada geese may be held during January 21 to February 5, with 5 geese per day.

New Jersey: An experimental special season may be held in designated areas of Northeast, Northwest, and Southeast New Jersey from January 27 to February 10, with 5 geese per day.

New York: A special experimental season may be held between January 21 and February 15, with 5 geese daily in Westchester County and portions of Nassau, Orange, Putnam, and Rockland Counties.

Pennsylvania: Erie, Mercer, and Butler Counties - 70 days between October 1 and January 31, with 1 goose per day through October 15; 2 geese per day thereafter; 1 goose per day for the first 8 days after the opening.

Crawford County - 35 days between October 1 and January 20; with 1 goose per day.

An experimental season may be held in the Susquehanna/Juniata Zones from January 20 to February 5 with 5 geese per day.

South Carolina: A 12-day special season may be held in the Central Piedmont, Western Piedmont, and Mountain Hunt Units during November 15 to February 15, with a daily bag limit of 5 Canada geese per day.

West Virginia: 70 days between October 1 and January 20, with 3 geese per day.

Light Geese

Season Lengths, Outside Dates, and Limits: States may select a 107-day season between October 1 and February 10, with 5 geese per day, except closing dates may be extended to March 10 in

New Jersey, Delaware, Maryland, North Carolina, Pennsylvania, South Carolina, and Virginia. States may split their seasons into two segments.

Brant

Season Lengths, Outside Dates, and Limits: States may select a 50-day season between October 1 and January 20, with 2 brant per day. States may split their seasons into two segments.

Mississippi Flyway

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

Ducks, Mergansers, and Coots

Outside Dates: Between the Saturday nearest October 1 (September 30) and the Sunday nearest January 20 (January 21).

Hunting Seasons and Duck Limits: 50 days with a daily bag limit of 5 ducks, including no more than 4 mallards (no more than 1 of which may be a female), 3 mottled ducks, 1 black duck, 1 pintail, 2 wood ducks, 1 canvasback, and 1 redhead.

Merganser Limits: The daily bag limit is 5, only 1 of which may be a hooded merganser.

Coot Limits: The daily bag limit is 15 coots.

Zoning and Split Seasons: Alabama, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Missouri, Ohio, Tennessee, and Wisconsin may select hunting seasons by zones.

In Alabama, Indiana, Iowa, Kentucky, Louisiana, Michigan, Ohio, Tennessee, and Wisconsin, the season may be split into two segments in each zone.

In Minnesota and Mississippi, the season may be split into two segments.

In Arkansas, the season may be split into three segments.

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

Geese

Split Seasons: Seasons for geese may be split into two segments.

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 30) and January 31, and 107 days for light geese between the Saturday nearest October 1 (September 30) and February 14, except in those States and portions of States south of Interstate Highway 80 in Iowa,

Illinois, Indiana, and Ohio, where seasons for light geese may extend until March 10. The daily bag limit is 10 geese, to include no more than 3 Canada geese, 2 white-fronted geese, and 2 brant. Specific regulations for Canada geese and exceptions to the above general provisions are shown below by State.

Alabama: In the SJBZ Goose Zone, the season for Canada geese may not exceed 35 days. Elsewhere, the season for Canada geese may extend for 70 days in the respective duck-hunting zones. The daily bag limit is 2 Canada geese.

Arkansas: The season for Canada geese may extend for 23 days in the East Zone and 14 days in the West Zone. In both zones, the season may extend to February 15. The daily bag limit is 2 Canada geese. In the remainder of the State, the season for Canada geese is closed.

Illinois: The total harvest of Canada geese in the State will be limited to 172,600 birds. Limits are 3 Canada geese daily and 10 in possession.

(a) North Goose Zone - The season for Canada geese will close after 93 days or when 22,014 birds have been harvested in the Northern Illinois Quota Zone, whichever occurs first.

(b) Central Goose Zone - The season for Canada geese will close after 93 days or when 35,168 birds have been harvested in the Central Illinois Quota Zone, whichever occurs first.

(c) South Goose Zone - The harvest of Canada geese in the Southern Illinois and Rend Lake Quota Zones will be limited to 62,691 and 17,830 birds, respectively. The season for Canada geese in each zone will close after 89 days or when the harvest limit has been reached, whichever occurs first. In the Southern Illinois Quota Zone, if any of the following conditions exist after December 20, 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 degrees 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 5,000 birds in 10 days, or a total mortality exceeding 10,000 birds.

In the remainder of the South Goose Zone, the season may extend for 89 days or until both the Southern Illinois and Rend Lake Quota Zones have been closed, whichever occurs first.

Indiana: The total harvest of Canada geese in the State will be limited to 98,000 birds.

(a) Posey County - The season for Canada geese will close after 65 days or when 7,200 birds have been harvested, whichever occurs first. The daily bag limit is 2 Canada geese.

(b) Remainder of the State - The season for Canada geese may extend for 70 days in the respective duck-hunting zones, except in the SJBZ Zone, where the season may not exceed 35 days. The daily bag limit is 3 Canada geese, except in the SJBZ Zone, where the daily bag limit is 2.

Iowa: The season may extend for 70 days. The daily bag limit is 2 Canada geese.

Kentucky:

(a) Western Zone - The season for Canada geese may extend for 65 days (80 days in Fulton County), and the harvest will be limited to 34,500 birds. Of the 34,500-bird quota, 22,425 birds will be allocated to the Ballard Reporting Area and 6,555 birds will be allocated to the Henderson/Union Reporting Area. If the quota in either reporting area is reached prior to completion of the 65-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 65 days (80 days in Fulton County). The season in Fulton County may extend to February 15. The daily bag limit is 3 Canada geese.

(b) Pennyroyal/Coalfield Zone - The season may extend for 35 days. The daily bag limit is 2 Canada geese.

(c) Remainder of the State - The season may extend for 50 days. The daily bag limit is 2 Canada geese.

Louisiana: The season for Canada geese may extend for 9 days. During the season, the daily bag limit for Canada and white-fronted geese is 2, no more than 1 of which may be a Canada goose. Hunters participating in the 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 99,500 birds.

(a) North Zone - The framework opening date for all geese is September 23 and the season for Canada geese may extend for 40 days. The daily bag limit is 2 Canada geese.

(b) Middle Zone - The season for Canada geese may extend for 40 days. The daily bag limit is 2 Canada geese.

(c) South Zone

(1) Allegan County GMU - The season for Canada geese will close after 51 days or when 2,500 birds have been harvested, whichever occurs first. The daily bag limit is 1 Canada goose.

(2) Muskegon Wastewater GMU - The season for Canada geese will close after

54 days or when 700 birds have been harvested, whichever occurs first. The daily bag limit is 2 Canada geese.

(3) Saginaw County GMU - The season for Canada geese will close after 51 days or when 2,000 birds have been harvested, whichever occurs first. The daily bag limit is 1 Canada goose.

(4) Tuscola/Huron GMU - The season for Canada geese will close after 51 days or when 750 birds have been harvested, whichever occurs first. The daily bag limit is 1 Canada goose.

(5) Remainder of South Zone -

(i) East of U.S. Highway 27/127 - The season for Canada geese may extend for 30 days. The daily bag limit is 1 Canada goose.

(ii) West of U.S. Highway 27/127 - The season for Canada geese may extend for 40 days. The daily bag limit is 1 Canada goose during the first 30 days, and 2 Canada geese during the remaining 10 days, which may begin no earlier than November 23.

(d) Southern Michigan GMU - An experimental special Canada goose season may be held between January 6 and February 4. The daily bag limit is 2 Canada geese.

Minnesota:

(a) West Zone

(1) West Central Zone - The season for Canada geese may extend for 30 days. In the Lac Qui Parle Zone, the season will close after 30 days or when 16,000 birds have been harvested, whichever occurs first. Throughout the West Central Zone, the daily bag limit is 1 Canada goose.

(2) Remainder of West Zone - The season for Canada geese may extend for 40 days. The daily bag limit is 1 Canada goose.

(b) Northwest Zone - The season for Canada geese may extend for 40 days. The daily bag limit is 1 Canada goose.

(c) Southeast Zone - The season for Canada geese may extend for 70 days, except in the Twin Cities Metro Zone and Olmsted County, where the season may not exceed 80 days. The daily bag limit is 2 Canada geese.

(d) Remainder of the State - The season for Canada geese may extend for 50 days. The daily bag limit is 2 Canada geese.

(e) Fergus Falls/Alexandria Zone - An experimental special Canada goose season of up to 10 days may be held in December. During the special season, the daily bag limit is 2 Canada geese.

Mississippi: The season for Canada geese may extend for 70 days. The daily bag limit is 3 Canada geese.

Missouri:

(a) Swan Lake Zone - The season for Canada geese will close after 40 days or when 5,000 birds have been harvested, whichever occurs first. The daily bag limit is 2 Canada geese.

(b) Schell-Osage Zone - The season for Canada geese may extend for 40 days. The daily bag limit is 2 Canada geese.

(c) Central Zone - The season for Canada geese may extend for 70 days. The daily bag limit is 2 Canada geese. An experimental special season of up to 10 consecutive days prior to October 15 may be selected in addition to the regular season. During the special season, the daily bag limit is 3 Canada geese.

(d) Remainder of the State - The season for Canada geese may extend for 70 days in the respective duck-hunting zones. The daily bag limit is 2 Canada geese.

Ohio: The season may extend for 70 days in the respective duck-hunting zones, with a daily bag limit of 2 Canada geese, except in the Lake Erie SJBZ Zone, where the season may not exceed 30 days and the daily bag limit is 1 Canada goose. In the Pymatuning Reservoir Area, the seasons, limits, and shooting hours for all geese shall be the same as those selected in the adjacent portion of Pennsylvania.

Tennessee:

(a) Northwest Zone - The season for Canada geese will close after 76 days or when 12,900 birds have been harvested, whichever occurs first. The season may extend to February 15. All geese harvested must be tagged. The daily bag limit is 3 Canada geese.

(b) Southwest Zone - The season for Canada geese may extend for 61 days, and the harvest will be limited to 1,500 birds. The daily bag limit is 2 Canada geese.

(c) Kentucky/Barkley Lakes Zone - The season for Canada geese will close after 50 days or when 1,800 birds have been harvested, whichever occurs first. All geese harvested must be tagged. The daily bag limit is 2 Canada geese.

(d) Remainder of the State - The season for Canada geese may extend for 70 days. The daily bag limit is 2 Canada geese.

Wisconsin: The total harvest of Canada geese in the State will be limited to 118,400 birds.

(a) Horicon Zone - The framework opening date for all geese is September 23. The harvest of Canada geese is limited to 71,700 birds. The season may not exceed 80 days. All Canada geese harvested must be tagged. The daily bag limit is 2 Canada geese and the season limit will be the number of tags issued to each permittee.

(b) Collins Zone - The framework opening date for all geese is September 23. The harvest of Canada geese is limited to 1,900 birds. The season may not exceed 65 days. All Canada geese harvested must be tagged. The daily bag limit is 2 Canada geese and the season limit will be the number of tags issued to each permittee.

(c) Exterior Zone - The framework opening date for all geese is September 23. The harvest of Canada geese is limited to 40,300 birds, with 500 birds allocated to the Mississippi River Subzone. The season may not exceed 86 days and the daily bag limit is 2 Canada geese. In that portion of the Exterior Zone outside the Mississippi River Subzone, the progress of the harvest must be monitored, and the season closed, if necessary, to ensure that the harvest does not exceed 39,800 birds.

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

Quota Zone Closures: When it has been determined that the quota of Canada geese allotted to the Northern Illinois, Central Illinois, Southern Illinois, and Rend Lake Quota Zones in Illinois, Posey County in Indiana, the Ballard and Henderson-Union Subzones in Kentucky, the Allegan County, Muskegon Wastewater, Saginaw County, and Tuscola/Huron Goose Management Units in Michigan, the Lac Qui Parle Zone in Minnesota, the Swan Lake Zone in Missouri, the Northwest and Kentucky/Barkley Lakes Zones in Tennessee, and the Exterior Zone in Wisconsin will have been filled, the season for taking Canada geese in the respective zone (and associated area, if applicable) will be closed by either 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.

Central Flyway

The Central Flyway includes Colorado (east of the Continental Divide), Kansas, Montana (Counties of 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, Mergansers, and Coots

Outside Dates: Between September 30 through January 21.

Hunting Seasons and Duck Limits:

(1) High Plains Mallard Management Unit (roughly defined as that portion of the Central Flyway which lies west of the 100th meridian): 83 days and a daily bag limit of 5 ducks, including no more than 1 female mallard, 1 mottled duck, 1 pintail, 1 redhead, 1 canvasback and

2 wood ducks. The last 23 days may start no earlier than the Saturday nearest December 10 (December 9).

(2) Remainder of the Central Flyway: 60 days and a daily bag limit of 5 ducks, including no more than 1 female mallard, 1 mottled duck, 1 pintail, 1 redhead, 1 canvasback, and 2 wood ducks.

Merganser Limits: The daily bag limit of 5 mergansers may be taken, only 1 of which may be a hooded merganser.

Coot Limits: The daily bag limit is 15 coots.

Zoning and Split Seasons: Montana, Nebraska (Low Plains portion), New Mexico, Oklahoma (Low Plains portion), and South Dakota (Low Plains portion) may select hunting seasons by zones.

In Montana, Nebraska (Low and High Plains portions), New Mexico, North Dakota (Low Plains portion), Oklahoma (Low and High Plains portions), South Dakota (High Plains portion), and Texas (Low Plains portion), the season may be split into two segments.

In Colorado, Kansas (Low and High Plains portions), North Dakota (High Plains portion), and Wyoming, the season may be split into three segments.

Geese

Season Lengths, Outside Dates, and Limits: States may select seasons not to exceed 107 days; except for dark geese, which may not exceed 86 days in Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and the Eastern Goose Zone of Texas. For dark geese, outside dates for seasons may be selected between the Saturday nearest October 1 (September 30) and January 31, except in the Western Goose Zone of Texas, where the closing date is the Sunday nearest February 15 (February 18). For light geese, outside dates for seasons may be selected between the Saturday nearest October 1 (September 30) and the Sunday nearest February 15 (February 18), except in Colorado, Kansas, Nebraska (south of, and including, the North Platte and Platte Rivers, except for Adams, Butler, Clay, Fillmore, Franklin, Gosper, Hall, Hamilton, Harland, Kearney, Nuckolls, Phelps, Polk, Saline, Seward, Thayer, and York Counties) New Mexico, Oklahoma, and Texas, and Wyoming (south of I-80) where the closing date is March 10. Seasons may be split into two segments.

Daily bag limits in States in goose management zones within States, may be as follows:

Colorado: The daily bag limit is 5 light and 5 dark geese, including no more than 1 white-fronted and 4 Canada geese.

Kansas: The daily bag limit is 10 light and 2 dark geese, including no more than 1 white-fronted goose.

Montana: The daily bag limit is 5 light and 5 dark geese, including no more than 1 white-fronted and 4 Canada geese.

Nebraska: The daily bag limit is 10 light and 2 dark geese, including no more than 1 white-fronted goose.

New Mexico: For the Middle Rio Grande Valley Zone, the daily bag limit is 10 light and 5 dark, including no more than 1 white-fronted and 4 Canada geese.

For the remainder of the State, the daily bag limit is 5 light and 5 dark geese, including no more than 1 white-fronted and 4 Canada geese.

North Dakota: The daily bag limit is 10 light and 2 dark geese.

Oklahoma: The daily bag limit is 10 light and 2 dark geese, including no more than 1 white-fronted goose.

South Dakota: The daily bag limit is 10 light and 2 dark geese, including no more than 1 white-fronted goose.

Texas: For the Western Goose Zone, the daily bag limit is 5 light and 5 dark geese, including no more than 1 white-fronted and 4 Canada geese.

For the Eastern Goose Zone, the daily bag limit is 10 light and 2 dark geese, including no more than 1 white-fronted goose.

Wyoming: The daily bag limit is 5 light and 5 dark, with no more than 1 white-fronted and 4 Canada geese.

Pacific Flyway

Ducks, Mergansers, Coots, and Common Moorhens

Hunting Seasons and Duck Limits: Concurrent 93 days and daily bag limit of 6 ducks, including no more than 1 female mallard, 2 pintails, 2 redheads and 1 canvasback.

In the Columbia Basin Mallard Management Unit, the seasons may be an additional 7 days. The season on coots and common moorhens may be between the outside dates for the season on ducks, but not to exceed 93 days.

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

Outside Dates: Between the Saturday nearest October 1 (September 30) and the Sunday nearest January 20 (January 21).

Zoning and Split Seasons: Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington may select hunting seasons by zones.

Arizona, California, Idaho, Nevada, Oregon, Utah, and Washington may split their seasons into two segments either Statewide or in each zone.

Colorado, Montana, New Mexico, and Wyoming may split their duck seasons into three segments.

Colorado River Zone, California: Seasons and limits shall be the same as seasons and limits selected in the adjacent portion of Arizona (South Zone).

Geese

Season Lengths, Outside Dates, and Limits: Except as subsequently noted, 100-day seasons may be selected, with outside dates between the Saturday nearest October 1 (October 1), and the Sunday nearest January 20 (January 21), and the basic daily bag limits are 3 light geese and 3 dark geese.

Brant Season - A 16-consecutive-day season may be selected in Oregon and Washington, and a 30-consecutive day season may be selected in California. In only California, Oregon, and Washington, the daily bag limit is 2 brant and is additional to dark goose limits, and the open season on brant in those States may differ from that for other geese.

Closures: There will be no open season on Aleutian Canada geese in the Pacific Flyway. The States of California, Oregon, and Washington must include a statement on the closure for that subspecies in their respective regulations leaflet. Emergency closures may be invoked for all Canada geese should Aleutian Canada goose distribution patterns or other circumstances justify such actions.

Arizona: The daily bag limit for dark geese is 2 geese.

California: Northeastern Zone - White-fronted geese and cackling Canada geese may be taken only during the first 23 days of the goose season. The daily bag limit is 3 geese and may include no more than 2 dark geese; including not more than 1 cackling Canada goose.

Colorado River Zone - The seasons and limits must be the same as those selected in the adjacent portion of Arizona (South Zone).

Southern Zone - The daily bag and possession limits for dark geese is 2 geese, including not more than 1 cackling Canada goose.

Balance-of-the-State Zone - A 79-day season may be selected, except that white-fronted geese and cackling Canada 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 other than cackling Canada geese for which the daily limit is 1.

Three areas in the Balance-of-the-State Zone 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 December 14, and, except in the Western Canada Goose Hunt Area, there will be no open season for Canada geese.

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

Colorado: The daily bag limit for dark geese is 2 geese.

Idaho:

Northern Unit - The daily bag limit is 4 geese, including 4 dark geese, but not more than 3 light geese.

Southwest Unit and Southeastern Unit - The daily bag limit on dark geese is 4.

Montana:

West of Divide Zone and East of Divide Zone - The daily bag limit on dark geese is 4.

Nevada:

Clark County Zone - The daily bag limit of dark geese is 2 geese.

New Mexico: The daily bag limit for dark geese is 2 geese.

Oregon: Except as subsequently noted, the dark goose limit is 4, including not more than 1 cackling Canada goose.

Harney, Lake, Klamath, and Malheur Counties Zone - The season length may be 100 days. The dark goose limit is 4, including not more than 2 white-fronted geese and 1 cackling Canada goose.

Western Zone - In the Special Canada Goose Management Area, except for designated areas, there shall be no open season on Canada geese. In the designated areas, individual quotas shall be established which collectively shall not exceed 210 dusky Canada geese. See section on quota zones. In those designated areas, the daily bag limit of dark geese is 3, including not more than 2 cackling Canada goose.

Utah: The daily bag limit for dark geese is 2 geese.

Washington: The daily bag limit is 4 geese, including 4 dark geese but not more than 3 light geese.

West Zone - In the Lower Columbia River Special Goose Management Area, except for designated areas, there shall be no open season on Canada geese. In the designated areas, individual quotas shall be established which collectively shall not exceed 90 dusky Canada geese. See section on quota zones.

Wyoming: The daily bag limit is 4 dark geese. In Lincoln, Sweetwater, and Sublette Counties, the combined special

September Canada goose seasons and the regular goose season shall not exceed 100 days.

Quota Zones: Seasons on Canada geese must end upon attainment of individual quotas of dusky Canada geese allotted to the designated areas of Oregon and Washington. The September Canada goose season, the regular goose season, any special late Canada goose season, and any extended falconry season, combined, must not exceed 107 days and the established quota of dusky Canada geese must not be exceeded. Hunting of Canada geese in those designated areas shall only be by hunters possessing a State-issued permit authorizing them to do so. In a Service-approved investigation, the State must obtain quantitative information on hunter compliance of those regulations aimed at reducing the take of dusky Canada geese and eliminating the take of Aleutian Canada geese. The daily bag limit of Canada geese may not include more than 2 cackling Canada geese.

In the designated areas of the Washington Quota Zone, a special late Canada goose may be held between February 5 and March 10. The daily bag limit may not include either Aleutian or cackling Canada geese.

Swans

In designated areas of Utah, Nevada, and the Pacific Flyway portion of Montana, an open season for taking a limited number of swans may be selected. Permits will be issued by States and will authorize each permittee to take no more than 1 swan per season. The season may open no earlier than the Saturday nearest October 1 (September 30). The States must implement a harvest-monitoring program to measure the species composition of the swan harvest. In Utah and Nevada, the harvest-monitoring program must require that all harvested swans or their specie-determinant parts be examined by either State or Federal biologists for the purpose of species classification. All States should use appropriate measures to maximize hunter compliance in providing bagged swans for examination or, in the case of Montana, reporting bill-measurement and color information. All States must provide to the Service by June 30, 1996, a report covering harvest, hunter participation, reporting compliance, and monitoring of swan populations in the designated hunt areas. These seasons will be subject to the following conditions:

In Utah, no more than 2,750 permits may be issued. The season must end no later than the first Sunday in December (December 3) or upon attainment of 15

trumpeter swans in the harvest, whichever occurs earliest.

In Nevada, no more than 650 permits may be issued. The season must end no later than the Sunday following January 1 (January 7) or upon attainment of 5 trumpeter swans in the harvest, whichever occurs earliest.

In Montana, no more than 500 permits may be issued. The season must end no later than December 1.

Tundra Swans

In Central Flyway portion of Montana, and in New Jersey, North Carolina, North Dakota, South Dakota, 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. The States must obtain harvest and hunter participation data. 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 light goose season, but may not extend beyond January 31.

—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

—The season may be 107 days and must occur during the light goose season.

—In the Central-Flyway portion of Montana, no more than 500 permits may be issued.

—In North Dakota, no more than 2,000 permits may be issued.

—In South Dakota, no more than 1,500 permits may be issued.

Area, Unit and Zone Descriptions

Ducks (Including Mergansers) and Coots

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

Western Zone: That portion of the State west of a line extending south from the Vermont border on I-91 to MA 9, west on MA 9 to MA 10, south on MA 10 to U.S. 202, south on U.S. 202 to the Connecticut border.

Central Zone: That portion of the State east of the Berkshire Zone and west of a line extending south from the New Hampshire border on I-95 to U.S. 1, south on U.S. 1 to I-93, south on I-93 to MA 3, south on MA 3 to U.S. 6, west on U.S. 6 to MA 28, west on MA 28 to I-195, west to the Rhode Island border; except the waters, and the lands 150 yards inland from the high-water mark, of the Assonet River upstream to the MA 24 bridge, and the Taunton River upstream 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 line extending west from Maine border in Rollinsford on NH 4 to the city of Dover, south to NH 108, south along NH 108 through Madbury, Durham, and Newmarket to NH 85 in Newfields, south to NH 101 in Exeter, east to NH 51 (Exeter-Hampton Expressway), east to I-95 (New Hampshire Turnpike) in Hampton, and south along I-95 to the Massachusetts border.

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

New Jersey

Coastal Zone: That portion of the State seaward of a line beginning at the New York border in Raritan Bay and extending west along the New York border to NJ 440 at Perth Amboy; west on NJ 440 to the Garden State Parkway; south on the Garden State Parkway to the shoreline at Cape May and continuing to the Delaware border in Delaware Bay.

North Zone: That portion of the State west of the Coastal Zone and north of a line extending west from the Garden State Parkway on NJ 70 to the New Jersey Turnpike, north on the turnpike to U.S. 206, north on U.S. 206 to U.S. 1 at Trenton, west on U.S. 1 to the Pennsylvania border in the Delaware River.

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

New York

Lake Champlain Zone: The U.S. portion of Lake Champlain and that area east and north of a line extending along NY 9B from the Canadian border to U.S. 9, south along U.S. 9 to NY 22 south of Keesville; south along NY 22 to the west shore of South Bay, along and around the shoreline of South Bay to NY 22 on the east shore of South Bay; southeast along NY 22 to U.S. 4, northeast along U.S. 4 to the Vermont border.

Long Island Zone: That area consisting of Nassau County, Suffolk

County, that area of Westchester County southeast of I-95, and their tidal waters.

Western Zone: That area west of a line extending from Lake Ontario east along the north shore of the Salmon River to I-81, and south along I-81 to the Pennsylvania border.

Northeastern Zone: That area north of a line extending from Lake Ontario east along the north shore of the Salmon River to I-81, south along I-81 to NY 49, east along NY 49 to NY 365, east along NY 365 to NY 28, east along NY 28 to NY 29, east along NY 29 to I-87, north along I-87 to U.S. 9 (at Exit 20), north along U.S. 9 to NY 149, east along NY 149 to U.S. 4, north along U.S. 4 to the Vermont border, exclusive of the Lake Champlain Zone.

Southeastern Zone: The remaining portion of New York.

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.

Northwest Zone: The area bounded on the north by the Lake Erie Zone and including all of Erie and Crawford Counties and those portions of Mercer and Venango Counties north of I-80.

North Zone: That portion of the State east of the Northwest Zone and north of a line extending east on I-80 to U.S. 220, Route 220 to I-180, I-180 to I-80, and I-80 to the Delaware River.

South Zone: The remaining portion of Pennsylvania.

Vermont

Lake Champlain Zone: The U.S. portion of Lake Champlain and that area north and west of the line extending from the New York border along U.S. 4 to VT 22A at Fair Haven; VT 22A to U.S. 7 at Vergennes; U.S. 7 to the Canadian border.

Interior Zone: The remaining portion of Vermont.

West Virginia

Zone 1 : That portion outside the boundaries in Zone 2.

Zone 2 (Allegheny Mountain Upland): That area bounded by a line extending south along U.S. 220 through Keyser to U.S. 50; U.S. 50 to WV 93; WV 93 south to WV 42; WV 42 south to Petersburg; WV 28 south to Minnehaha Springs; WV 39 west to U.S. 219; U.S. 219 south to I-64; I-64 west to U.S. 60; U.S. 60 west to U.S. 19; U.S. 19 north to I-79, I-79 north to U.S. 48; U.S. 48 east to the Maryland border; and along the border 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 Road 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.

Southern Illinois Quota Zone: Alexander, Jackson, Union, and Williamson Counties.

Rend Lake Quota Zone: Franklin and Jefferson Counties.

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.

Kentucky

West Zone: That portion of the State west of a line extending north from the Tennessee border along Interstate Highway 65 to Bowling Green, northwest along the Green River Parkway to Owensboro, southwest along U.S. Bypass 60 to U.S. Highway 231, then north along U.S. 231 to the Indiana border.

East Zone: The remainder of Kentucky.

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.

Catahoula Lake Area: All of Catahoula Lake, including those portions known locally as Round Prairie, Catfish Prairie, and Frazier's Arm. See State regulations for additional information.

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 Missouri north of a line running west from the Illinois border along Interstate Highway 70 to U.S. Highway 54, south along U.S. 54 to U.S. 50, then west along U.S. 50 to the Kansas border.

South Zone: That portion of Missouri south of a line running west from the Illinois border along Missouri Highway 34 to Interstate Highway 55; south along I-55 to U.S. Highway 62, west along U.S. 62 to Missouri 53, north along Missouri 53 to Missouri 51, north along Missouri 51 to U.S. 60, west along U.S. 60 to Missouri 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 Missouri 32, south along Missouri 32 to Missouri 97, south along Missouri 97 to Dade County NN, west along Dade County NN to Missouri

37, west along Missouri 37 to Jasper County N, west along Jasper County N to Jasper County M, west along Jasper County M to the Kansas border.

Middle Zone: The remainder of Missouri.

Ohio

North Zone: The Counties of Darke, Miami, Clark, Champaign, Union, Delaware, Licking (excluding the Buckeye Lake Area), Muskingum, Guernsey, Harrison and Jefferson and all counties north thereof.

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, including the Buckeye Lake Area in Licking County bounded on the west by State Highway 37, on the north by U.S. Highway 40, and on the east by State 13.

Tennessee

Reelfoot Zone: All or portions of Lake and Obion Counties.

State Zone: The remainder of Tennessee.

Wisconsin

North 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.

South Zone: The remainder of Wisconsin.

Central Flyway

Kansas

High Plains: That area west of U.S. 283.

Low Plains: That area east of U.S. 283.

Montana (Central Flyway Portion)

Zone 1: The Counties of Blaine, Carbon, Daniels, Fergus, Garfield, Golden Valley, Judith Basin, McCone, Musselshell, Petroleum, Phillips, Richland, Roosevelt, Sheridan, Stillwater, Sweetgrass, Valley, Wheatland, and Yellowstone.

Zone 2: The Counties of Big Horn, Carter, Custer, Dawson, Fallon, Powder River, Prairie, Rosebud, Treasure, and Wibaux.

Nebraska

High Plains: West of Highways U.S. 183 and U.S. 20 from the northern State

line to Ainsworth, NE 7 and NE 91 to Dunning, NE 2 to Merna, NE 92 to Arnold, NE 40 and NE 47 through Gothenburg to NE 23, NE 23 to Elwood, and U.S. 283 to the southern State line.

Low Plains: East of the High Plains boundary.

Zone 1: Those portions of Burt, Dakota, and Thurston Counties north and east of a line starting on NE 51 on the Iowa border to U.S. 75, north on U.S. 75 to U.S. 20, west on U.S. 20 to NE 12; west on NE 12 to the Boyd County line; to include those portions of Cedar, Dakota, Dixon, and Knox Counties north of NE 12; all of Boyd County; Keya Paha County east of U.S. 183. Where the Niobrara River forms the southern boundary of Keya Paha and Boyd Counties, both banks of the river shall be included in Zone 1.

Zone 2: The area bounded by designated highways and political boundaries starting on NE 2 at the State line near Nebraska City; west to U.S. 75; north to U.S. 34; west to NE 63; north and west to U.S. 77; north to NE 92; west to U.S. 81; south to NE 66; west to NE 14; south to U.S. 34; west to NE 2; south to I-80; west to U.S. 34; west to U.S. 136; east on U.S. 136 to NE 10; south to the State line; west to U.S. 283; north to NE 23; west to NE 47; north to U.S. 30; east to NE 14; north to NE 52; northwesterly to NE 91; west to U.S. 281, north to NE 91 in Wheeler County; west to U.S. 183; north to northerly boundary of Loup County; east along the north boundaries of Loup, Garfield, and Wheeler Counties; south along the east Wheeler County line to NE 70; east on NE 70 from Wheeler County to NE 14; south to NE 39; southeast to NE 22; east to U.S. 81; southeast to U.S. 30; 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)

North Zone: The Central-Flyway portion of New Mexico north of I-40 and U.S. 54.

South Zone: The remainder of the Central-Flyway portion of New Mexico.

North Dakota

High Plains: That portion of North Dakota west of a line extending north from the South Dakota border on U.S. 83 and I-94 to ND 41, north to ND 53, west to U.S. 83, north to ND 23, west to ND 8, north to U.S. 2, west to U.S. 85, 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 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 Kansas border.

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; U.S. 83 and U.S. 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 U.S. 183 to the southern State line.

Low Plains

North Zone: That portion of northeastern South Dakota bounded by the following highways: starting at the North Dakota border, U.S. 83 south to U.S. 212, U.S. 212 east to I-29, I-29 north to SD 15, SD 15 east to Hartford Beach, due east of Hartford Beach to the Minnesota border.

South Zone: Charles Mix County south of SD 44 to the Douglas County line, south on SD 50 to Geddes, East on Geddes Highway to U.S. 281, south on U.S. 281 and U.S. 18 to SD 50, south and east on SD 50 to the Bon Homme County line, the Counties of Bon Homme, Yankton, and Clay south of SD 50, and Union County south and west of SD 50 and I-29.

Middle Zone: The remainder of the Low Plains portion of South Dakota.

Texas

High Plains: West of highways U.S. 183 from the northern State line to Vernon, U.S. 283 to Albany, TX 6 and TX 351 to Abilene, U.S. 277 to Del Rio, and the Del Rio International Toll Bridge access road.

Low Plains: The remainder of Texas.

Pacific Flyway

Arizona—Game Management Units (GMU) as follows:

South Zone: Those portions of GMUs 6 and 8 in Yavapai County, and GMUs 11, 12B, 13B, and 14-45.

North Zone: GMUs 1-5, those portions of GMUs 6 and 8 within Coconino County, and GMUs 7, 9, 10, 12A, and 13A.

California

Northeastern Zone: That portion of the State east and north of a line beginning at the Oregon border; south and west along the Klamath River to the mouth of Shovel Creek; south along Shovel Creek to Forest Service Road

46N10; south and east along FS 46N10 to FS 45N22; west and south along FS 45N22 to U.S. 97 at Grass Lake Summit; south and west along U.S. 97 to I-5 at the town of Weed; south along I-5 to CA 89; east and south along CA 89 to the junction with CA 49; east and north on CA 49 to CA 70; east on CA 70 to U.S. 395; south and east on U.S. 395 to the Nevada border.

Colorado River Zone: Those portions of San Bernardino, Riverside, and Imperial Counties east of a line extending from the Nevada border south along U.S. 95 to Vidal Junction; south on a road known as "Aqueduct Road" in San Bernardino County through the town of Rice to the San Bernardino-Riverside County line; south on a road known in Riverside County as the "Desert Center to Rice Road" to the town of Desert Center; east 31 miles on I-10 to 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 the Blythe-Brawley paved road to the Ogilby and Tumco Mine Road; south on this road to U.S. 80; east seven miles on U.S. 80 to the Andrade-Algodones Road; south on this paved road to the Mexican border at Algodones, Mexico.

Southern Zone: That portion of southern California (but excluding the Colorado River Zone) south and east of a line extending from the Pacific Ocean east along the Santa Maria River to CA 166 near the City of Santa Maria; east on CA 166 to CA 99; south on CA 99 to the crest of the Tehachapi Mountains at Tejon Pass; east and north along the crest of the Tehachapi Mountains to CA 178 at Walker Pass; east on CA 178 to U.S. 395 at the town of Inyokern; south on U.S. 395 to CA 58; east on CA 58 to I-15; east on I-15 to CA 127; north on CA 127 to the Nevada border.

Southern San Joaquin Valley Temporary Zone: All of Kings and Tulare Counties and that portion of Kern County north of the Southern Zone.

Balance-of-the-State Zone: The remainder of California not included in the Northeastern, Southern, and Colorado River Zones, and the Southern San Joaquin Valley Temporary Zone.

Idaho

Zone 1: Includes all lands and waters within the Fort Hall Indian Reservation, including private inholdings; Bannock County; Bingham County, except that portion within the Blackfoot Reservoir drainage; and Power County east of ID 37 and ID 39.

Zone 2: Includes the following counties or portions of counties: Adams; Bear Lake; Benewah; Bingham within the Blackfoot Reservoir drainage; those

portions of Blaine west of ID 75, south and east of U.S. 93, and between ID 75 and U.S. 93 north of U.S. 20 outside the Silver Creek drainage; Bonner; Bonneville; Boundary; Butte; Camas; Caribou except the Fort Hall Indian Reservation; Cassia within the Minidoka National Wildlife Refuge; Clark; Clearwater; Custer; Elmore within the Camas Creek drainage; Franklin; Fremont; Idaho; Jefferson; Kootenai; Latah; Lemhi; Lewis; Madison; Nez Perce; Oneida; Power within the Minidoka National Wildlife Refuge; Shoshone; Teton; and Valley Counties.

Zone 3: Ada, those portions of Blaine between ID 75 and U.S. 93 south of U.S. 20 and that additional area between ID 75 and U.S. 93 north of U.S. 20 within the Silver Creek drainage; Boise; Canyon; Cassia except that portion within the Minidoka National Wildlife Refuge; Elmore except the Camas Creek drainage; Gem; Gooding; Jerome; Lincoln; Minidoka; Owyhee; Payette; Power west of ID 37 and ID 39 except that portion within the Minidoka National Wildlife Refuge; Twin Falls; and Washington Counties.

Nevada

Clark County Zone: All of Clark County.

Remainder-of-the-State Zone: The remainder of Nevada.

Oregon

Zone 1: Statewide, except Deschutes, Klamath, and Lake Counties.

Columbia Basin Mallard Management Unit: Gilliam, Morrow, and Umatilla Counties.

Zone 2: Deschutes, Klamath, and Lake Counties.

Utah

Zone 1: All of Box Elder, Cache, Davis, Morgan, Rich, Salt Lake, Summit, Utah, Wasatch, and Weber Counties and that part of Toole County north of I-80.

Zone 2: The remainder of Utah.

Washington

East Zone: All areas east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

Columbia Basin Mallard Management Unit: Same as East Zone.

West Zone: All areas to the west of the East Zone.

Geese

Atlantic Flyway

Connecticut

Same zones as for ducks.

Georgia

Special Area for Canada Geese: Statewide.

Massachusetts

Same zones as for ducks.

New Hampshire

Same zones as for ducks.

New Jersey

Special Area for Canada Geese

Northeast - that portion of the State within a continuous line that runs east along the New York State boundary line to the Hudson River; then south along the New York State boundary to its intersection with Route 440 at Perth Amboy; then west on Route 440 to its intersection with Route 287; then west along Route 287 to its intersection with Route 206 in Bedminster (Exit 18); then north along Route 206 to its intersection with the Pennsylvania State boundary; then north along the Pennsylvania boundary in the Delaware River to its intersection with the New York State boundary.

Northwest - that portion of the State within a continuous line that runs east from the Pennsylvania State boundary at the toll bridge in Columbia to Route 94; then north along Route 94 to Route 206; then north along Route 206 to the Pennsylvania State boundary in the Delaware River to the beginning point. Hereafter this proposed expansion of the hunt area will be referenced to as the northwestern area.

Southeast - that portion of the State within a continuous line that runs east from the Atlantic Ocean at Ship Bottom along Route 72 to the Garden State Parkway; then south along the Garden State Parkway to Route 9; then south along Route 9 to Route 542; then west along Route 542 to the Mullica River; then north (upstream) on the Mullica River to Route 206; then south on Route 206 to Route 536; then west on route 536 to Route 55; then south on Route 55 to Route 40; then east on Route 40 to Route 557; then south on Route 557 to Route 666; then south on Route 666 to Route 49; then east on Route 49 to route 50; then south on Route 50 to Route 631; then east on Route 631 to Route 623; then east on Route 623 to the Atlantic Ocean, then north to the beginning point.

New York

Special Area for Canada Geese: Westchester County and portions of Nassau, Orange, Putnam and Rockland Counties—See State regulations for detailed description.

Pennsylvania

Erie, Mercer, and Butler Counties: All of Erie, Mercer, and Butler Counties. Susquehanna/Juniata—See State regulations for detailed description.

South Carolina

Canada Goose Area: The Central Piedmont, Western Piedmont, and Mountain Hunt Units. These designated areas include: Counties of Abbeville, Anderson, Berkeley (south of Highway 45 and east of State Road 831), Cherokee, Chester, Dorchester,

Edgefield, Fairfield, Greenville, Greenwood, Kershaw, Lancaster, Laurens, Lee, Lexington, McCormick, Newberry, Oconee, Orangebird (south of Highway 6), Pickens, Richland, Saluda, Spartanburg, Sumten, Union, and York.

Virginia

Back Bay Area—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

Alabama

Same zones as for ducks, but in addition:

SJBP Zone: That portion of Morgan County east of U.S. Highway 31, north of State Highway 36, and west of U.S. 231; that portion of Limestone County south of U.S. 72; and that portion of Madison County south of Swancott Road and west of Triana Road.

Arkansas

East Zone: Arkansas, Ashley, Chicot, Clay, Craighead, Crittenden, Cross, Desha, Drew, Greene, Independence, Jackson, Jefferson, Lawrence, Lee, Lincoln, Lonoke, Mississippi, Monroe, Phillips, Poinsett, Prairie, Pulaski, Randolph, St. Francis, White, and Woodruff Counties.

West Zone: Baxter, Benton, Boone, Carroll, Cleburne, Conway, Crawford, Faulkner, Franklin, Fulton, IZard, Johnson, Madison, Marion, Newton, Pope, Searcy, Sharp, Stone, Van Buren, and Washington Counties, and those portions of Logan, Perry, Sebastian, and Yell Counties lying north of a line extending east from the Oklahoma border along State Highway 10 to Perry, south on State 9 to State 60, then east on State 60 to the Faulkner County line.

Illinois

North Goose Zone: Same as for ducks.

Northern Illinois Quota Zone: The Counties of McHenry, Lake, Kane, DuPage, and those portions of LaSalle and Will Counties north of Interstate Highway 80.

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

Central Illinois Quota Zone: The Counties of Grundy, Woodford, Peoria, Knox, Fulton, Tazewell, Mason, Cass, Morgan, Pike, Calhoun, and Jersey, and

those portions of LaSalle and Will Counties south of Interstate Highway 80.

South Goose 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, east along I-70 to the Bond County line, north and east along the Bond County line to Fayette County, north and east along the Fayette County line to Effingham County, east and south along the Effingham County line to I-70, then east along I-70 to the Indiana border.

Southern Illinois Quota Zone: Alexander, Jackson, Union, and Williamson Counties.

Rend Lake Quota Zone: Franklin and Jefferson Counties.

Indiana

Same zones as for ducks, but in addition:

SJBP Zone: Jasper, LaGrange, Lake, LaPorte, Newton, Porter, Pulaski, Starke, and Steuben Counties.

Iowa

Same zones as for ducks.

Kentucky

Western Zone: That portion of the state 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 the Henderson County line, then south, east, and northerly along the Henderson County line 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: Henderson County and that portion of Union County within the Western Zone.

Pennyroyal/Coalfield Zone: That portion of the state between the Western Zone and a line described as follows: From the Indiana border south along U.S. Highway 231 to the Green River Parkway, southeast along the Green River Parkway to Interstate Highway 65,

then south along I-65 to the Tennessee border.

Michigan

Same zones as for ducks, but in addition:

South Zone

Tuscola/Huron Goose Management Unit (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 136th Avenue and Interstate Highway 196 in Lake Town Township and extending easterly along 136th Avenue to Michigan Highway 40, southerly along Michigan 40 through the city of Allegan to 108th Avenue in Trowbridge Township, westerly along 108th Avenue to 46th Street, northerly 1/2 mile along 46th Street to 109th Avenue, westerly along 109th Avenue to I-196 in Casco Township, then northerly along I-196 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; Michigan 57 on the south; and Michigan 13 on the east.

Muskegon 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.

Special Canada Goose Seasons:

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.

Minnesota

West Zone: That portion of the state encompassed by a line beginning at the junction of U.S. Highway 71 and the Iowa border, then north along U.S. 71 to Interstate Highway 94, then north and west along I-94 to the North Dakota border.

West Central Zone: That area encompassed by a line beginning at the intersection of State Trunk Highway (STH) 29 and 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 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 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 65 to County 34 in Chippewa County, south along County 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.

Northwest Zone: That portion of the state encompassed by a line extending east from the North Dakota border along U.S. Highway 2 to State Trunk Highway (STH) 32, north along STH 32 to STH

92, east along STH 92 to County State Aid Highway (CSAH) 2 in Polk County, north along CSAH 2 to CSAH 27 in Pennington County, north along CSAH 27 to STH 1, east along STH 1 to CSAH 28 in Pennington County, north along CSAH 28 to CSAH 54 in Marshall County, north along CSAH 54 to CSAH 9 in Roseau County, north along CSAH 9 to STH 11, west along STH 11 to STH 310, and north along STH 310 to the Manitoba border.

Southeast Zone: The Counties of Anoka, Carver, Chisago, Dakota, Dodge, Fillmore, Freeborn, Goodhue, Hennepin, Houston, Isanti, Mower, Olmsted, Ramsey, Rice, Scott, Steele, Wabasha, Washington, and Winona. Special Canada Goose Seasons

Fergus Falls/Alexandria Zone: That area 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.

Missouri

Same zones as for ducks but in addition:

North Zone

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.

Central Zone: Boone County and that portion of Callaway County west of U.S. Highway 54.

Middle Zone

Schell-Osage Zone: That portion of the State encompassed by a line extending east from the Kansas border along U.S. Highway 54 to Missouri Highway 13, north along Missouri 13 to Missouri 7, west along Missouri 7 to U.S. 71, north along U.S. 71 to Missouri 2, then west along Missouri 2 to the Kansas border.

Ohio

Same zones as for ducks but in addition:

North Zone

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.

Lake Erie SIBP Zone: That portion of the state encompassed by a line extending south from the Michigan border along Interstate Highway 75 to I-280, south along I-280 to I-80, and east along I-80 to the Pennsylvania border.

Tennessee

Southwest Zone: That portion of the State south of State Highways 20 and 104, and west of U.S. Highways 45 and 45W.

Northwest Zone: Lake, Obion and Weakley Counties and those portions of Gibson and Dyer Counties not included in the Southwest Tennessee Zone.

Kentucky/Barkley Lakes Zone: That portion of the State bounded on the west by the eastern boundaries of the Northwest and Southwest 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

Horicon Zone: That area encompassed by a line beginning at the intersection of State Highway 21 and the Fox River in Winnebago County and extending westerly along State 21 to the west boundary of Winnebago County, southerly along the west boundary of Winnebago County to the north boundary of Green Lake County, westerly along the north boundaries of Green Lake and Marquette Counties to State 22, southerly along State 22 to State 33, westerly along State 33 to U.S. Highway 16, westerly along U.S. 16 to Weyh Road, southerly along Weyh Road to County Highway O, southerly along County O to the west boundary of Section 31, southerly along the west boundary of Section 31 to the Sauk/Columbia County boundary, southerly along the Sauk/Columbia County boundary to State 33, easterly along State 33 to Interstate Highway 90/94, southerly along I-90/94 to State 60, easterly along State 60 to State 83, northerly along State 83 to State 175, northerly along State 175 to State 33, easterly along State 33 to U.S. Highway 45, northerly along U.S. 45 to the east shore of the Fond Du Lac River, northerly along the east shore of the Fond Du Lac River to Lake Winnebago, northerly along the western shoreline of Lake Winnebago to the Fox River, then westerly along the Fox River to State 21.

Collins Zone: That area encompassed by a line beginning at the intersection of Hilltop Road and Collins Marsh Road in Manitowoc County and extending westerly along Hilltop Road to Humpty Dumpty Road, southerly along Humpty Dumpty Road to Poplar Grove Road, easterly and southerly along Poplar Grove Road to County Highway JJ, southeasterly along County JJ to Collins Road, southerly along Collins Road to the Manitowoc River, southeasterly along the Manitowoc River to Quarry Road, northerly along Quarry Road to Einberger Road, northerly along Einberger Road to Moschel Road, westerly along Moschel Road to Collins Marsh Road, northerly along Collins Marsh Road to Hilltop Road.

Exterior Zone: That portion of the State not included in the Horicon or Collins Zones.

Mississippi River Subzone: That area encompassed by a line beginning at the intersection of the Burlington Northern Railway and the Illinois border in Grant County and extending northerly along the Burlington Northern Railway to the city limit of Prescott in Pierce County, then west along the Prescott city limit to the Minnesota border.

Rock Prairie Subzone: That area encompassed by a line beginning at the intersection of the Illinois border and Interstate Highway 90 and extending north along I-90 to County Highway A, east along County A to U.S. Highway 12, southeast along U.S. 12 to State Highway 50, west along State 50 to State 120, then south along 120 to the Illinois border.

Central Flyway

Colorado (Central Flyway Portion)

Northern Front Range Area: All lands in Adams, Boulder, Clear Creek, Denver, Gilpin, Jefferson, Larimer, and Weld Counties west of I-25 from the Wyoming border south to I-70; west on I-70 to the Continental Divide; north along the Continental Divide to the Jackson-Larimer County Line to the Wyoming border.

South Park Area: Chaffee, Custer, Fremont, Lake, Park, and Teller Counties.

San Luis Valley Area: Alamosa, Conejos, Costilla, and Rio Grande Counties and the portion of Saguache County east of the Continental Divide.

North Park Area: Jackson County.

Arkansas Valley Area: Baca, Bent, Crowley, Kiowa, Otero, and Prowers Counties.

Remainder: Remainder of the Central-Flyway portion of Colorado.

Kansas

Light Geese

Unit 1: That portion of Kansas east of KS 99.

Unit 2: The remainder of Kansas.

Dark Geese

Marais des Cygne Valley Unit: The area is bounded by the Missouri border to KS 68, KS 68 to U.S-169, U.S. 169 to KS 7, KS 7 to KS 31, KS 31 to U.S. 69, U.S. 69 to KS 239, KS 239 to the Missouri border.

South Flint Hills Unit: The area is bounded by Highways U.S. 50 to KS 57, KS 57 to U.S. 75, U.S. 75 to KS 39, KS 39 to KS 96, KS 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 I-35, I-35 to U.S. 50, U.S. 50 to U.S. 77, U.S. 77 to I-70, I-70 to U.S. 75.

Southeast Unit: That area of southeast Kansas bounded by the Missouri border to U.S. 160, U.S. 160 to U.S. 69, U.S. 69 to KS 39, KS 39 to U.S. 169, U.S. 169 to the Oklahoma border, and the Oklahoma border to the Missouri border.

Montana (Central Flyway Portion)

Sheridan County: Includes all of Sheridan County.

Remainder: Includes the remainder of the Central-Flyway portion of Montana.

Nebraska

Dark Geese

North Unit: Keya Paha County east of U.S. 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 U.S. 183 at the northern State line; south to NE 2; east to U.S. 281; south to the southern State line, excluding the North Unit.

West Unit: All of Nebraska west of the East Unit.

Light Geese

North Unit: The area north of the waters of the North Platte River from the Wyoming line to the confluence of the South Platte River near North Platte, then eastward along the Platte River to the Iowa border.

South Unit: The area south of the North Unit, excluding the Rainwater Basin Counties of Adams, Butler, Clay, Fillmore, Franklin, Gosper, Hall, Hamilton, Harland, Kearney, Nuckolls, Phelps, Polk, Saline, Seward, Thayer, and York Counties.

New Mexico (Central Flyway Portion)

Light Geese

Middle Rio Grande Valley Unit: The Central-Flyway portions of Socorro and Valencia Counties.

Remainder: The remainder of the Central-Flyway portion of New Mexico.

North Dakota

Dark Geese

Missouri River Zone: That area encompassed by a line extending from the South Dakota border north on U.S. 83 and I-94 to ND 41, north to ND 53, west to U.S. 83, north to ND 23, west to ND 37, south to ND 1804, south approximately 9 miles to Elbowoods Bay on Lake Sakakawea, south and west across the lake to ND 8, south to ND 200, east to ND 31, south to ND 25, south to I-94, east to ND 6, south to the South Dakota border, and east to the point of origin.

Statewide: All of North Dakota.

Texas

West Unit: That portion of the State lying west of a line from the international toll bridge at Laredo; north along I-35 and I-35W to Fort Worth; northwest along US 81 and US 287 to Bowie; and north along US 81 to the Oklahoma border.

East Unit: Remainder of State.

Wyoming (Central Flyway Portion)

Area 1: Albany, Campbell, Converse, Crook, Johnson, Laramie, Natrona, Niobrara, Sheridan, and Weston Counties, and Carbon County east of the Continental Divide.

Area 2: Platte County.

Area 3: Big Horn, Fremont, Hot Springs, Park, and Washakie Counties.

Area 4: Goshen County.

Pacific Flyway

Arizona

GMU 22 and 23: Game Management Units 22 and 23.

Remainder of State: The remainder of Arizona.

California

Northeastern Zone: That portion of the State east and north of a line beginning at the Oregon border; south and west along the Klamath River to the mouth of Shovel Creek; south along Shovel Creek to Forest Service Road 46N10; south and east along FS 46N10 to FS 45N22; west and south along FS 45N22 to U.S. 97 at Grass Lake Summit; south and west along U.S. 97 to I-5 at the town of Weed; south along I-5 to CA 89; east and south along CA 89 to the junction with CA 49; east and north on CA 49 to CA 70; east on CA 70 to U.S. 395; south and east on U.S. 395 to the Nevada border.

Colorado River Zone: Those portions of San Bernardino, Riverside, and Imperial Counties east of a line extending from the Nevada border south along U.S. 95 to Vidal Junction; south on a road known as "Aqueduct Road" in San Bernardino County through the town of Rice to the San Bernardino-Riverside County line; south on a road known in Riverside County as the "Desert Center to Rice Road" to the

town of Desert Center; east 31 miles on I-10 to 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 the Blythe-Brawley paved road to the Ogilby and Tumco Mine Road; south on this road to U.S. 80; east seven miles on U.S. 80 to the Andrade-Algodones Road; south on this paved road to the Mexican border at Algodones, Mexico.

Southern Zone: That portion of southern California (but excluding the Colorado River Zone) south and east of a line extending from the Pacific Ocean east along the Santa Maria River to CA 166 near the City of Santa Maria; east on CA 166 to CA 99; south on CA 99 to the crest of the Tehachapi Mountains at Tejon Pass; east and north along the crest of the Tehachapi Mountains to CA 178 at Walker Pass; east on CA 178 to U.S. 395 at the town of Inyokern; south on U.S. 395 to CA 58; east on CA 58 to I-15; east on I-15 to CA 127; north on CA 127 to the Nevada border.

Balance-of-the-State Zone: The remainder of California not included in the Northeastern, Southern, and the Colorado River Zones.

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 I-5 to Hahn Road north of Arbuckle in Colusa County; easterly on Hahn Road and the Grimes Arbuckle Road to Grimes on the Sacramento River; southerly on the Sacramento River to the Tisdale Bypass to O'Banion Road; easterly on O'Banion Road to CA 99; northerly on CA 99 to the Gridley-Colusa Highway in Gridley in Butte County; westerly on the Gridley-Colusa Highway to the River Road; northerly on the River Road to the Princeton Ferry; westerly across the Sacramento River to CA 45; northerly on CA 45 to CA 162; northerly on CA 45-162 to Glenn; westerly on CA 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 CA 20; and westerly along CA 20 to the Sacramento River.

San Joaquin Valley Area: That area bounded by a line beginning at Modesto in Stanislaus County proceeding west on CA 132 to I-5; southerly on I-5 to CA

152 in Merced County; easterly on CA 152 to CA 165; northerly on CA 165 to CA 99 at Merced; northerly and westerly on CA 99 to the point of beginning.

Colorado (Pacific Flyway Portion)

Browns Park Area: The Browns Park portion of Moffatt County.

Delta/Montrose Area: All of Delta and Montrose Counties.

Gunnison/Saguache Area: Gunnison County and that portion of Saguache County west of the Continental Divide.

Dolores/Montezuma Area: All of Dolores and Montezuma Counties.

State Area: The remainder of the Pacific-Flyway Portion of Colorado.

Idaho

Zone 1: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties.

Zone 2: The Counties of Ada; Adams; Boise; Canyon; those portions of Elmore north and east of I-84, and south and west of I-84, west of ID 51, except the Camas Creek drainage; Gem; Owyhee west of ID 51; Payette; Valley; and Washington.

Zone 3: The Counties of Blaine; Camas; Cassia; those portions of Elmore south of I-84 east of ID 51, and within the Camas Creek drainage; Gooding; Jerome; Lincoln; Minidoka; Owyhee east of ID 51; Power within the Minidoka National Wildlife Refuge; and Twin Falls.

Zone 4: The Counties of Bear Lake; Bingham within the Blackfoot Reservoir drainage; Bonneville, Butte; Caribou except the Fort Hall Indian Reservation; Clark; Custer; Franklin; Fremont; Jefferson; Lemhi; Madison; Oneida; Power west of ID 37 and ID 39 except the Minidoka National Wildlife Refuge; and Teton.

Zone 5: All lands and waters within the Fort Hall Indian Reservation, including private inholdings; Bannock County; Bingham County, except that portion within the Blackfoot Reservoir drainage; and Power County east of ID 37 and ID 39.

In addition, goose frameworks are set by the following geographical areas:

Northern Unit: Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone Counties.

Southwestern Unit: That area west of the line formed by U.S. 93 north from the Nevada border to Shoshone, northerly on ID 75 (formerly U.S. 93) to Challis, northerly on U.S. 93 to the Montana border (except the Northern Unit and except Custer and Lemhi Counties).

Southeastern Unit: That area east of the line formed by U.S. 93 north from the Nevada border to Shoshone,

northerly on ID 75 (formerly U.S. 93) to Challis, northerly on U.S. 93 to the Montana border, including all of Custer and Lemhi Counties.

Montana (Pacific Flyway Portion)

East of the Divide Zone: The Pacific-Flyway portion of the State located east of the Continental Divide.

West of the Divide Zone: The remainder of the Pacific-Flyway portion of Montana.

Nevada

Clark County Zone: Clark County.

Remainder-of-the-State Zone: The remainder of Nevada.

New Mexico (Pacific Flyway Portion)

North Zone: The Pacific-Flyway portion of New Mexico located north of I-40.

South Zone: The Pacific-Flyway portion of New Mexico located south of I-40.

Oregon

Western Oregon: All counties west of the summit of the Cascades, excluding Klamath and Hood River Counties.

Northwest Oregon General Zone: Those portions of Multnomah, Clackamas, Marion, Linn, and Lane Counties outside the Northwest Oregon Special Permit Zone; except that, that portion of Lane County west of Highway 101 is closed to all Canada goose hunting.

Northwest Oregon Special Permit Zone: That portion of western Oregon west and north of a line starting at the Columbia River at Portland, south on I-5 to OR 22 at Salem, east on OR 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 I-5, south on I-5 to OR 126 at Eugene, west on OR 126 to Greenhill Rd, south on Greenhill Rd to Crow Rd, west on Crow Rd to Territorial Hwy, north on Territorial Hwy to OR 126, west on OR 126 to OR 36, north on OR 36 to Forest Road 5070 at Brickerville, west and south on Forest Road 5070 to OR 126, west on OR 126 to the Pacific Coast.

Northwest Oregon Early-Season Canada Goose Zone: All of Benton, Clackamas, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Multnomah, Tillamook, Washington, and Yamhill Counties.

Southwest Oregon General Zone: Coos, Curry, Douglas, Josephine, and Jackson Counties, except that those portions of Coos, Curr, and Douglas Counties west of US 101 are closed to all Canada goose hunting.

Eastern Oregon: All counties east of the summit of the Cascades, including all of Klamath and Hood River Counties.

Harney, Klamath, Lake and Malheur Counties Zone: All of Harney, Klamath, Lake, and Malheur Counties.

Remainder of Eastern Oregon Counties Zone: Eastern Oregon, excluding Harney, Klamath, Lake and Malheur Counties.

Utah

Washington County Zone: All of Washington County.

Remainder-of-the-State Zone: The remainder of Utah.

Washington

Eastern Washington: All areas east of the Pacific Crest Trail and east of the Big White Salmon River in Klickitat County.

Area 1: Lincoln, Spokane, and Walla Walla Counties; that part of Grant County east of a line beginning at the Douglas-Lincoln County Line on WA 174, southwest on WA 174 to WA 155, south on WA 155 to US 2, southwest on US 2 to Pinto Ridge Rd, south on Pinto Ridge Rd to WA 28, east on WA 28 to the Stratford Rd, south on the Stratford Rd to WA 17, south on WA 17 to the Grant-Adams county line; those parts of Adams County east of State Highway 17; those parts of Franklin County east and south of a line beginning at the Adams-Franklin County line on WA 17, south on WA 17 to US 395, south on US 395 to I-182, west of I-182 to the Franklin-Benton county line; those parts of Benton County south of I-182 and I-82; and those parts of Klickitat County east of U.S. Highway 97.

Area 2: All of Okanogan, Douglas, and Kittitas counties and those parts of Grant, Adams, Franklin, and Benton counties not included in Eastern Washington Goose Management Area 1.

Area 3: All other parts of eastern Washington not included in Eastern Washington Goose Management Areas 1 and 2.

Western Washington: All areas west of the East Zone.

Area 1: Skagit, Island, and Snohomish Counties.

Area 2: Clark, Cowlitz, Pacific, and Wahkiakum Counties.

Area 3: All parts of western Washington not included in Western Washington Goose Management Areas 1 and 2.

Lower Columbia River Early-Season Canada Goose Zone: Beginning at the Washington-Oregon border on the I-5 Bridge near Vancouver, Washington; north on I-5 to Kelso; west on Highway 4 from Kelso to Highway 401; south and west on Highway 401 to Highway 101 at the Astoria-Megler Bridge; west on Highway 101 to Gray Drive in the City of Ilwaco; west on Gray Drive to Canby Road; southwest on Canby Road to the North Jetty; southwest on the North Jetty to its end; southeast to the Washington-Oregon border; upstream along the Washington-Oregon border to the point of origin.

Wyoming (Pacific Flyway Portion):
See *State Regulations*.

Bear River Area: That portion of Lincoln County described in State regulations.

Salt River Area: That portion of Lincoln County described in State regulations.

Eden-Farson Area: Those portions of Sweetwater and Sublette Counties described in State regulations.

Swans

Central Flyway

South Dakota: Brown, Campbell, Clark, Codrington, Deuel, Day, Edmunds, Faulk, Grant, Hamlin, Marshall, McPherson, Potter, Roberts, Spink, and Walworth.

Pacific Flyway

Montana (Pacific Flyway Portion)

Open Area: Cascade, Chouteau, Hill, Liberty, and Toole Counties and those portions of Pondera and Teton Counties lying east of U.S. 287-89.

Nevada

Open Area: Churchill, Lyon, and Pershing Counties.

Utah

Open Area: Those portions of Box, Elder, Weber, Davis, Salt Lake, and Toole Counties lying south of State Hwy 30, I-80/84, west of I-15, and north of I-80.

[FR Doc. 95-23995 Filed 9-26-95; 8:45 am]

BILLING CODE 4310-55-F