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Latitude	Longitude
40°08.72' N	73°20.10' W
40°05.32' N	73°15.28' W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°08.98' N	73°10.87' W
40°12.42' N	73°15.67' W
40°24.02' N	73°41.97' W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°21.82' N	73°44.55' W
40°02.80' N	73°27.15' W
39°59.43' N	73°22.35' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by CGD 97-023, 62 FR 33365, June 19, 1997]

§ 167.155 Off New York: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°48.00' W
40°20.63' N	73°48.33' W
40°20.87' N	73°47.07' W
39°45.70' N	73°44.00' W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
39°45.70' N	73°37.70' W
40°21.25' N	73°45.85' W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°20.53' N	73°49.65' W
39°45.70' N	73°54.40' W

[CGD 84-004, 52 FR 33589, Sept. 4, 1987, as amended by USCG-2010-0351, 75 FR 36287, June 25, 2010]

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§ 167.170 Off Delaware Bay Approach Traffic Separation Scheme: General.

The Off Delaware Bay Approach Traffic Separation Scheme consists of four parts: an Eastern Approach, a South-eastern Approach, a Two-Way Traffic Route, and a Precautionary Area. The specific areas in the Off Delaware Bay Approach Traffic Separation Scheme and Precautionary Area are described in §§ 167.171 through 167.174.

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.171 Off Delaware Bay: Eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°46.30' N	74°34.45' W
38°46.33' N	74°55.75' W
38°47.45' N	74°55.40' W
38°47.35' N	74°34.50' W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°48.32' N	74°55.30' W
38°49.80' N	74°34.60' W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°45.45' N	74°56.20' W
38°44.45' N	74°34.35' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.172 Off Delaware Bay: South-eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°27.00' N	74°42.30' W
38°43.40' N	74°58.00' W
38°44.20' N	74°57.20' W
38°27.60' N	74°41.30' W

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(b) A traffic lane for north-westbound traffic is established between separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°28.80' N	74°39.30' W
38°45.10' N	74°56.60' W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°42.80' N	74°58.90' W
38°27.00' N	74°45.40' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.173 Off Delaware Bay: Two-Way Traffic Route.

The Two-Way Traffic Route is recommended for use predominantly by tug and tow traffic transiting to and from the northeast in order to separate such traffic from large, inbound vessel traffic.

(a) The Two-Way Traffic Route is bounded on the west and south by a line connecting the following geographic positions:

Latitude	Longitude
38°50.75' N	75°03.40' W
38°47.50' N	75°01.80' W
38°48.32' N	74°55.30' W
38°50.20' N	74°49.73' W
39°00.00' N	74°40.23' W

(b) The two-way traffic route is bounded on the east and north by a line connecting the following geographic positions:

Latitude	Longitude
39°00.00' N	74°41.00' W
38°50.48' N	74°50.30' W
38°48.80' N	74°55.25' W
38°48.33' N	74°59.30' W
38°49.10' N	75°01.65' W
38°51.27' N	75°02.83' W

[CGD 97-004, 65 FR 12945, Mar. 10, 2000]

§ 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80' N, 74°58.90' W; then northerly by an arc of eight nautical miles centered at 38°48.90' N,

75°05.60' W to 38°48.32' N, 74°55.30' W; then westerly to 38°47.50' N, 75°01.80' W; then northerly to 38°50.75' N, 75°03.40' W; then northeasterly to 38°51.27' N, 75°02.83' W; then northerly to 38°54.80' N, 75°01.60' W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90' N, 75°05.60' W to 38°55.53' N, 75°05.87' W; then southwesterly to 38°54.00' N, 75°08.00' W; then southerly to 38°46.60' N, 75°03.55' W; then southeasterly to 38°42.80' N, 74°58.90' W.

Datum: NAD 83.

[CGD 97-004, 65 FR 12946, Mar. 10, 2000]

§ 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 12.8 meters (42 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 12.8 meters (42 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use the appropriate inbound or outbound traffic lane.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]

§ 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	Longitude
36°56.13' N	75°57.45' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by USCG-2010-0718, 75 FR 77534, Dec. 13, 2010]