

| FDC Date | State | City | Airport | FDC No. | SIAP |
|----------|-------|--------------------|---|---------|---------------------------------------|
| 01/24/95 | WI | Madison | Dane County Regional-Truax Filed .. | 5/0301 | VOR OR TACAN OR GPS RWY 31 AMDT 24... |
| 01/30/95 | FL | Melbourne | Melbourne Intl | 5/0402 | LOC BC RWY 27L AMDT 8... |
| 02/09/95 | CA | Los Angeles | Los Angeles Intl | 5/0633 | ILS RWY 24L AMDT 21... |
| 02/09/95 | CA | Los Angeles | Los Angeles Intl | 5/0634 | ILS RWY 7L AMDT 3... |
| 02/09/95 | GA | Waycross | Waycross-Ware County | 5/0631 | VOR-A AMDT 7... |
| 02/09/95 | GA | Waycross | Waycross-Ware County | 5/0632 | RNAV RWY 18 AMDT 4... |
| 02/10/95 | CA | Firebaugh | Firebaugh | 5/0662 | VOR/DME OR GPS-A, AMDT 2... |
| 02/10/95 | CA | Los Banos | Los Banos Muni | 5/0658 | VOR/DME OR GPS RWY 14, AMDT 3... |
| 02/10/95 | CA | Los Banos | Los Banos Muni | 5/0659 | VOR/DME OR GPS RWY 32, AMDT 4... |
| 02/10/95 | CA | Modesto | Modesto City-County-Harry Sham Field. | 5/0663 | NDB RWY 28R, AMDT 7A... |
| 02/10/95 | CA | Oakdale | Oakdale | 5/0661 | VOR OR GPS RWY 10, AMDT 5A... |
| 02/10/95 | FL | Jacksonville | Craig Muni | 5/0670 | ILS RWY 32 AMDT 2C... |
| 02/10/95 | TN | Tullahoma | Tullahoma Regional Airport/WM Northern Field. | 5/0655 | VOR OR GPS-A AMDT 3... |
| 02/14/95 | AK | Juneau | Juneau Intl | 5/0731 | LDA-1, RWY 8, AMDT 10... |
| 02/14/95 | GA | Moultrie | Moultrie Muni | 5/0722 | VOR OR GPS RWY 22, AMDT 11A... |
| 02/16/95 | FL | Melbourne | Melbourne Intl | 5/0782 | VOR OR GPS RWY 27L, AMDT 11... |
| 02/21/95 | FL | Fort Myers | Page Field | 5/0821 | VOR OR GPS RWY 13, ORIG... |
| 02/21/95 | FL | Orlando | Orlando Intl | 5/0822 | ILS RWY 35, AMDT 2... |

[FR Doc. 95-5426 Filed 3-3-95; 8:45 am]
 BILLING CODE 4910-13-M

Coast Guard

33 CFR Part 165

[CGD13-95-002]

Safety Zone Regulation; Bremerton, Washington, to Queets, Washington

AGENCY: Coast Guard, DOT.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a moving safety zone 300 yards around the tugs STACEY FOSS and RICHARD FOSS, the towline, and the barge NESTUCCA while they are in transit from Puget Sound Naval Shipyard, Bremerton, Washington, through U.S. navigable waters until south of latitude 47°32'N, Queets, Washington. The zone is needed to protect the tugs STACEY FOSS and RICHARD FOSS, and the barge NESTUCCA, and other persons, facilities, and vessels from safety hazards associated with onlookers and others who may wish to view the barge at close range. Entry into this zone is prohibited unless authorized by the Captain of the Port.

EFFECTIVE DATES: This regulation becomes effective on March 22, 1995 at 5 a.m. (PDT). It terminates when the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA are south of Latitude 47°32'N, Queets,

Washington, at 1 p.m. (PDT) on March 23, 1995, unless sooner terminated by the Captain of the Port.

FOR FURTHER INFORMATION CONTACT: LTJG K. Paquette, c/o Captain of the Port Puget Sound, 1519 Alaskan Way South, Seattle, Washington 98134, (206) 217-6232.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rule making was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publishing an NPRM and delaying its effective date would be contrary to the public interest since immediate action is needed to prevent potential hazards to the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA and other vessels that may transit the area. Details were not available 30 days prior to the event, thus, there were not sufficient time to publish proposed rules in advance of the event or to provide a delayed effective date. Following normal rulemaking procedures would be impracticable.

Drafting Information

The drafters of this regulation are LTJG K. Paquette, project officer for the Captain of the Port, and LCDR J. Odell, project attorney, Thirteenth Coast Guard District Legal Office.

Discussion of Regulation

The event requiring this regulation will begin on March 22, 1995 at 5 a.m.

(PDT). In response to a request from the U.S. Navy, the Coast Guard is establishing a 300 yard moving safety zone around the tugs STACEY FOSS and RICHARD FOSS, the towline, and the barge NESTUCCA while these vessels are in transit from Puget Sound Naval Shipyard, Bremerton, Washington, through U.S. navigable waters until south of Latitude 47°32'N, Queets, Washington at 1 p.m. (PDT) on March 23, 1995. This transit may result in a large number of vessels congregating near or in the path of the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA. This safety zone is needed due to the limited maneuverability of the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA and the need to ensure the safety of the mariners who may attempt to approach the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA during their transit, as well as other vessels in the immediate vicinity. This moving safety zone will be enforced by representatives of the Captain of the Port Puget Sound, Seattle, Washington. The Captain of the Port may be assisted by other federal agencies.

This regulation is issued pursuant to 33 USC 1231 as set out in the authority citation for all of part 165.

Regulatory Evaluation

This temporary final rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of

potential costs and benefits under section 6(a)(3) of that order. It has been exempted from review by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040, February 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that the proposed rulemaking does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

This final rule has been thoroughly reviewed by the Coast Guard and determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.c. of Commandant Instruction M16475.1B.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

Regulation

In consideration of the foregoing, part 165 of title 33, Code of Federal Regulations, is amended as follows:

PART 165—[AMENDED]

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new § 165.T13-002 is added to read as follows:

§ 165.T13-002 Safety Zone: Puget Sound, Washington.

(a) *Location.* The following area is a safety zone: All waters within 300 yards of the tugs STACEY FOSS and RICHARD FOSS, the towline, and the barge NESTUCCA while in transit from Puget Sound Naval Shipyard, Bremerton, Washington, through U.S. navigable waters until south of Latitude 47°32' N., Queets, Washington, at 1 p.m. (PDT) on March 23, 1995.

(b) *Definitions.* A designated representative of the Captain of the Port is any Coast Guard commissioned,

warrant, or petty officer who has been authorized by the Captain of the Port, Puget Sound, to act on his behalf. The following officers have or will be designated by the Captain of the Port: the Coast Guard Patrol Commander and the senior boarding officer on each vessel enforcing the safety zone.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into this zone is prohibited unless authorized by the Captain of the Port or his designated representatives.

(d) *Effective dates.* This regulation becomes effective on March 22, 1995 at 5 a.m. (PDT). It terminates when the tugs STACEY FOSS and RICHARD FOSS and the barge NESTUCCA are south of Latitude 47°32' N., Queets, Washington, at 1 p.m. (PDT) on March 23, 1995, unless sooner terminated by the Captain of the Port.

Dated: February 10, 1995.

R.K. Softye,

Captain, U.S. Coast Guard, Captain of the Port, Puget Sound.

[FR Doc. 95-5385 Filed 3-3-95; 8:45 am]

BILLING CODE 4910-14-M

POSTAL RATE COMMISSION

39 CFR Part 3001

[Docket No. RM91-1; Order No. 1043]

Rules of Practice and Procedure

AGENCY: Postal Rate Commission.

ACTION: Final rule.

SUMMARY: The Commission is publishing final rules amending its rules of practice adopted in Order No. 1043, issued February 17, 1995. The rules are based on revisions submitted as a proposed settlement of issues in Docket RM91-1, a rulemaking addressing general improvements in the Commission's rules of practice. The proposed revisions were published in the **Federal Register** (59 FR 8576) and comments have been received and considered. The differences between the rules as proposed and as adopted reflect conforming changes, editorial improvements, or clarification of intent.

EFFECTIVE DATE: March 6, 1995.

FOR FURTHER INFORMATION CONTACT: Stephen L. Sharfman, Legal Advisor (202) 789-6820.

SUPPLEMENTARY INFORMATION: Two settlement agreements involving proposed improvements to the Commission's rules of practice were presented to the Commission in this docket. In response to the settlement coordinator's motion transmitting these

agreements, the Commission incorporated the text of both agreements in a notice of proposed rulemaking, and requested comments. See 59 FR 8576, February 23, 1994. One involved a number of traditional, or standard, aspects of these rules, such as service and production specifications. This final rule adopts, with minor adjustments, revisions to the rules of practice contained in that proposal. The other proposed that participants be required to file certain documents in electronic form. Opposition to this settlement existed, and a new docket will shortly be established to further explore potential solutions to problems in this area.

The Commission received five comments. Four commenters expressed general support for the proposed revisions, but singled out one or more specific changes for additional discussion. One commenter expressed no opinion on the rules as whole, but sought clarification of one proposed change.

The Commission's evaluation of the settlement agreements and participants' comments leads to the publication of final rules that differ in several respects from the proposed rules. The main differences entail: the deletion of a proposed requirement related to filing documents in electronic form; the express exclusion of answers to interrogatories (and compelled answers) from the "special request" service practice otherwise applicable to discovery-related documents; removal of language restricting transcript corrections of Commission hearings to oral material; and clarification of minimum typeface size. Other differences reflect conforming changes and editorial improvements. A review of the rules and related comments follows.

Production Requirements (Rule 10(a)): Terminology and Formatting Instructions

Existing rule 10(a) sets forth specifications for production and preparation of documents filed with the Commission. The revision updates these requirements to reflect modern office technology and practice. For example, the final rule replaces the term "typewritten," which currently appears as the title of the subsection and in the first sentence, with the term "production" or "produced," as appropriate. In addition, the final rule increases the amount of space available for text by easing longstanding margin and line-spacing restrictions. It also replaces the existing requirement that text be double spaced with language allowing spacing of not less than one