

FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, 14 CFR part 71 is amended as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E Airspace Extending Upwards From 700 Feet or More Above the Surface of the Earth

* * * * *

ANM WY E5 Worland, WY [Amended]

Worland Municipal Airport, WY
(Lat. 43°57'56" N, long. 107°57'01" W)
Worland VOR/DME
(Lat. 43°57'51" N, long. 107°57'03" W)

That airspace extending upward from 700 feet above the surface within 4 miles east and 8.3 miles west of the Worland VOR/DME 352° and 172° radials extending from 16.1 miles north to 5.3 miles south of the VOR/DME; that airspace extending upward from 1,200 feet above the surface within a 20.1-mile radius of the VOR/DME, and that airspace extending upward from 10,500 feet MSL bounded on the north by lat. 44°00'00" N, on the east by the 20.1-mile radius of the Worland VOR/DME, on the south by V-319, and on the west by V-85. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Seattle, Washington, on April 19, 1995.

Bill H. Ellis,

Acting Assistant Manager, Air Traffic Division, Northwest Mountain Region.

[FR Doc. 95-11275 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

Coast Guard

33 CFR Part 100

[CGD 05-95-014]

RIN 2115

Special Local Regulations for Marine Events; 17th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon, Wrightsville Channel, Wrightsville Beach, NC

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This notice implements the special local regulations for the 16th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon. The swim portion of the event will be held in Wrightsville Channel between daybeacon 18 (LLNR 28050) and daybeacon 23 (LLNR 28065). These regulations restrict vessel traffic within the regulated area during the event. These special local regulations are considered necessary to control vessel traffic and to provide for the safety of the participants in the event.

EFFECTIVE DATE: The regulations in 33 CFR 100.513 are effective from 6 a.m. to 9:45 a.m., September 10, 1995.

FOR FURTHER INFORMATION CONTACT: Stephen L. Phillips, Chief, Boating Affairs Branch, Fifth Coast Guard District, 431 Crawford Street, Portsmouth Virginia 23704-5004 (804) 398-6204, or Commander, Coast Guard Group Fort Macon (919) 247-4548.

SUPPLEMENTARY INFORMATION:

Drafting Information

The drafters of this notice are QM2 Gregory C. Garrison, project officer, Boating Affairs Branch, Boating Safety Division, Fifth Coast Guard District, and LCDR C.A. Abel, project attorney, Fifth Coast Guard District Legal Staff.

Discussion of Regulations

The Wilmington Family YMCA submitted an application to hold the swim portion of the 17th Annual Wilmington Family YMCA—Physicians Health Plan Triathlon at Wrightsville Beach, North Carolina. This swim portion of the triathlon will consist of approximately 700 swimmers racing in a section of the Wrightsville Channel.

The regulations in 33 CFR 100.513 govern the activities of the swim portion of the triathlon on Wrightsville Channel between Wrightsville Channel Daybeacon 18 (LLNR 28050) and Wrightsville Channel Daybeacon 23 (LLNR 28065). Because the swim portion of the triathlon is an event of the type contemplated by these regulations, the safety of the participants will be enhanced by the implementation of the special local regulations. The waterway will be closed from 6 a.m. to 9:45 a.m., September 10, 1995, for the event. Since the waterway will not be closed for an extended period, commercial traffic should not be severely disrupted.

Dated: April 14, 1995.

W.J. Ecker,

Rear Admiral, U.S. Coast Guard, Commander, Fifth Coast Guard District.

[FR Doc. 95-11301 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 165

[CGD13-95-013]

Safety Zone Regulations; National Maritime Week Tugboat Races, Elliott Bay, Seattle, WA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a safety zone during the National Maritime Week Tugboat Races held on Elliott Bay in Seattle, WA. This event will be held on Saturday, May 20, 1995, from 12 p.m. to 4:30 p.m. (PDT). The Coast Guard, through this action, intends to promote the safety of spectators and participants in this event. Entry into the safety zone will be prohibited during the event in order to keep spectator vessels from interfering with the races and to prevent damage that may be caused by the large wakes thrown by the tugboats during the races.

EFFECTIVE DATE: This regulation becomes effective on May 20, 1995, at 12 p.m. and will terminate at 4:30 p.m. (PDT) that same day.

FOR FURTHER INFORMATION CONTACT: LT S. Workman, c/o Commander, Group Seattle, 1519 Alaskan Way South, Seattle, Washington 98134, (202) 217-6000.

SUPPLEMENTARY INFORMATION:

Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking has not been published for this regulation and good cause exists for making it effective less than 30 days from the date of publication. Prompt regulatory action is

needed in order to provide for the safety of spectators and participants during this event. If normal notice and comment procedures were followed, this rule would not become effective until after the date of the event. For this reason, following normal rulemaking procedures in this case would be impracticable and contrary to the public interest.

Drafting Information

The principal persons involved in drafting this document are LT Susan Workman, project officer, Coast Guard Group Seattle, WA, and LCDR John Odell, Project Counsel, Thirteenth Coast Guard District Legal Office.

Background and Purpose

The Tug Boat Races are sponsored by the Seattle Maritime Week Committee as part of the National Maritime Week celebration and will be conducted on the waters of Elliott Bay, Seattle, WA. This one day event attracts a large number of spectator craft which gather on the waters near the race course. To promote the safety of both the spectators and participants, a safety zone will be established and entry into this safety zone will be restricted during the event. This action is necessary in order to keep spectators off of the race course and to prevent any damage to spectator vessels that may be caused by the large wakes thrown by the tugs during the races. This 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.

Regulatory Evaluation

This proposal 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 CFR 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. This expectation is based on the fact that the safety zone will involve less than one square mile of area on Elliott Bay and entry into this zone will be restricted for only 4.5 hours on the day of the event.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this proposal will have a significant economic impact on a substantial number of small entities. "Small entities" include independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under section 3 of the Small Business Act (15 U.S.C. 632). For the reasons outlined in the Regulatory Evaluation above, the Coast Guard expects the impact to be minimal on all entities. Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*)

Federalism

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

Environmental Assessment

The Coast Guard has considered the environmental impact of this rule and has concluded that under Section 2.B.2.c. of Commandant Instruction M16475.1B, it is categorically excluded from further environmental documentation. A Categorical Exclusion Determination will be made available in the rulemaking docket.

List of Subjects in 33 CFR Part 165

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

Final Regulation

For the reasons set out in the preamble, the Coast Guard amends part 165 of title 33, Code of Federal Regulations, 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 temporary section 165T.13–012 is added to read as follows:

§ 165.T13–012 Safety Zone; Elliott Bay, Seattle, WA

(a) *Location.* The following area is a safety zone: All waters of Elliott Bay, Seattle, Washington, bounded by the following coordinates:

Beginning at the southwest corner of Pier 89 at Latitude 47°37'36"N, Longitude 122°22'42"W; thence southwest to Latitude 47°37'30"N, Longitude 122°22'48"W; thence southeast to Latitude 47°36'14"N, Longitude 122°20'43"W, thence northeast to Latitude 47°36'21"N, Longitude 122°20'31"W, thence returning to the origin.

(b) *Regulations.* In accordance with the general regulations in section 165.23 of this part, no person or vessel may enter or remain in this zone unless authorized by the Captain of the Port, Puget Sound.

(c) *Effective Dates.* This regulation becomes effective on May 20, 1995, at 12 p.m. (PDT) and terminates on May 20, 1995, at 4:30 p.m. unless sooner terminated by the Captain of The Port.

Dated: April 26, 1995.

R.K. Softye,

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

[FR Doc. 95–11296 Filed 5–8–95; 8:45 am]

BILLING CODE 4919–14–M

33 CFR Part 165

[CGD01–95–026]

RIN 2115–AA97

Safety Zone: Brick Founder's Day Fireworks, Metedeconk River, Brick, NJ

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone on June 3, 1995, for the Brick Founder's Day fireworks display located in the Metedeconk River, Brick, New Jersey. This safety zone closes all waters of the Metedeconk River within a 300 yard radius from the center of the fireworks platform located on Windward Beach, Brick, New Jersey.

EFFECTIVE DATE: This rule is effective on June 3, 1995, from 8 p.m. until 10:30 p.m., unless extended or terminated sooner by the Captain of the Port, New York.

FOR FURTHER INFORMATION CONTACT: Lieutenant (Junior Grade) K. Messinger, Maritime Planning Staff Chief, Coast Guard Group, New York, (212) 668–7934.