

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT—Continued
 [Amendment 547 Effective date August 15, 2019]

From	To	MEA
§ 95.6474 VOR Federal Airway V474 Is Amended To Read in Part		
DELRO, PA FIX *10000—MCA **4000—GNSS MEA.	*MODENA, PA VORTAC MODENA, PA VORTAC, W BND.	**10000
§ 95.6491 VOR Federal Airway V491 Is Amended To Read in Part		
DICKINSON, ND VORTAC *4400—MOCA.	MINOT, ND VORDME	*6000
§ 95.6521 VOR Federal Airway V521 Is Amended To Read in Part		
WIREGRASS, AL VORTAC SKIPO, AL FIX *4000—MCA **1900—MOCA. **2300—GNSS MEA. BANBI, AL FIX MONTGOMERY, AL VORTAC 2400.	SKIPO, AL FIX *BANBI, AL FIX BANBI, AL FIX, SE BND.	2300 **4000
§ 95.6565 VOR Federal Airway V565 Is Amended To Read in Part		
LLANO, TX VORTAC AMUSE, TX FIX *2900—MOCA. CENTEX, TX VORTAC	AMUSE, TX FIX CENTEX, TX VORTAC COLLEGE STATION, TX VORTAC	3500 3300 2400
Airway Segment		Changeover Points
From	To	Distance From
§ 95.8005 Jet Routes Changeover Points J153 Is Amended To Add Changeover Point		
ROME, OR VOR/DME	BAKER CITY, OR VOR/DME	120 ROME.

[FR Doc. 2019–15238 Filed 7–16–19; 8:45 am]
 BILLING CODE 4910–13–P

DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 315

[Docket ID: DOD–2019–OS–0042]

RIN 0790–AK61

Uniformed Services University of Health Sciences, Privacy Act of 1974

AGENCY: Uniformed Services University of Health Sciences (USUHS), Department of Defense (DoD).

ACTION: Final rule.

SUMMARY: This final rule removes DoD’s regulation concerning the Uniformed Services University of Health Sciences Privacy Program. On April 11, 2019, the Department of Defense published a revised DoD-level Privacy Program rule, which contains the necessary information for an agency-wide Privacy Program regulation under the Privacy Act and now serves as the single Privacy

Program rule for the Department. That revised Privacy Program rule also includes all DoD component exemption rules. Therefore, this part is now unnecessary and may be removed from the CFR.

DATES: This rule is effective on July 17, 2019.

FOR FURTHER INFORMATION CONTACT: Brian Rimm, 301–295–1054.

SUPPLEMENTARY INFORMATION: DoD now has a single DoD-level Privacy Program rule at 32 CFR part 310 (84 FR 14728) that contains all the codified information required for the Department. The USUHS Privacy Act Program regulation at 32 CFR part 315, last updated on November 14, 1991 (56 FR 57802), is no longer required and can be removed.

It has been determined that publication of this CFR part removal for public comment is impracticable, unnecessary, and contrary to public interest because it is based on the removal of policies and procedures that are either now reflected in another CFR part, 32 CFR part 310, or are publicly available on the Department’s website. To the extent that USUHS internal

guidance concerning the implementation of the Privacy Act within USUHS is necessary, it will continue to be published in Instruction 7751, “University Privacy Program,” January 28, 2018 (available at <https://www.usuhs.edu/oac/privacyact>).

This rule is one of 20 separate component Privacy rules. With the finalization of the DoD-level Privacy rule at 32 CFR part 310, the Department eliminated the need for this component Privacy rule, thereby reducing costs to the public as explained in the preamble of the DoD-level Privacy rule published on April 11, 2019, at 84 FR 14728–14811.

This rule is not significant under Executive Order (E.O.) 12866, “Regulatory Planning and Review.” Therefore, E.O. 13771, “Reducing Regulation and Controlling Regulatory Costs,” does not apply.

List of Subjects in 32 CFR Part 315

Privacy.

PART 315—[REMOVED]

■ Accordingly, by the authority of 5 U.S.C. 301, 32 CFR part 315 is removed.

Dated: July 11, 2019.

Aaron T. Siegel,

Alternate OSD Federal Register Liaison
Officer, Department of Defense.

[FR Doc. 2019-15141 Filed 7-16-19; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG-2019-0448]

RIN 1625-AA08

Special Local Regulation, Ohio River, Cincinnati, OH

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a special local regulation on the Ohio River from mile 465.0 to mile 470.0 extending from bank to bank, on July 15, 2019. The special local regulation is necessary to provide for the safety of life on these navigable waters near Cincinnati, Ohio, during the BB Riverboat boat race. Entry of persons or vessels into this area is prohibited unless authorized by the Captain of the Port Sector Ohio Valley or a designated representative.

DATES: This rule is effective from 3 p.m. through 5 p.m. on July 15, 2019.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2019-0448 in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rule.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Petty Officer Matthew Roberts, Marine Safety Detachment Cincinnati, OH; telephone 513-921-9033, matthew.d.roberts@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port Sector Ohio
Valley
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and

opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under 5 U.S.C. 553(b)(B), the Coast Guard finds good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. This action is necessary to ensure the safety of life during the BB Riverboat race. It is impracticable to publish an NPRM because the Coast Guard must establish this special local regulation by July 15, 2019 and lacks sufficient time to provide a reasonable comment period and then consider those comments before issuing the rule.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying this rule would be contrary to public interest in ensuring the safety of spectators and vessels during the boat race because immediate action is necessary to prevent possible loss of life and property. Broadcast Notices to Mariners (BNM) and sharing information with the waterway users will update mariners of the restrictions, requirements and enforcement times during this temporary situation.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70041. The Captain of the Port Sector Ohio Valley (COTP) has determined that potential hazards associated with the BB Riverboat race from 3 p.m. through 5 p.m. on July 15, 2019 will be a safety concern for all navigable waters of the Ohio River extending from mile marker 465.0 to mile 470.0 extending from bank to bank. The purpose of this rule is to ensure safety of life on the navigable waters in the regulated area before, during, and after the BB Riverboat race.

IV. Discussion of the Rule

The rule establishes a special local regulation from 3 p.m. through 5 p.m. on July 15, 2019 on the Ohio River in Cincinnati, Ohio from mile 465.0 to mile 470.0 extending from bank to bank. The duration of the zone is intended to ensure the safety of vessels and these navigable waters before, during, and after the scheduled event. No vessel or person would be permitted to enter the area without obtaining permission from the COTP or a designated representative.

Deviation requests will be considered and reviewed on a case-by-case basis. The COTP may be contacted by telephone at 1-800-253-7475 or can be reached by VHF-FM channel 16. Public notifications will be made to the local maritime community prior to the event through the Local Notice to Mariners and Broadcast Notice to Mariners.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders, and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13771 directs agencies to control regulatory costs through a budgeting process. This rule has not been designated a "significant regulatory action," under Executive Order 12866. Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB), and pursuant to OMB guidance it is exempt from the requirements of Executive Order 13771.

This regulatory action determination is based on the size, location, and duration of the special local regulation. The special local regulation will only be in effect for two hours and covers an area of the waterway stretching five miles. The Coast Guard expects minimum adverse impact to mariners from the special local regulation activation as the event has been advertised to the public. Also, mariners may request authorization from the COTP or a designated representative to transit the temporary area.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601-612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. While some owners or operators of