

Docket No.	Location	Type	Effective date
COTP JACKSONVILLE-05-130 .....	Port Canaveral, FL .....	Security Zones (Part 165) .....	09/26/2005
COTP KEY WEST-05-004 .....	Plantation Key, FL .....	Safety Zones (Parts 147 and 165) .....	08/28/2005
COTP MOBILE-05-010 .....	Pensacola, FL .....	Safety Zones (Parts 147 and 165) .....	06/17/2005
COTP MOBILE-05-016 .....	Dauphin Island Bridge, AL .....	Safety Zones (Parts 147 and 165) .....	07/05/2005
COTP MOBILE-05-017 .....	Bayou La Batre, AL .....	Safety Zones (Parts 147 and 165) .....	07/05/2005
COTP MOBILE-05-018 .....	Gulf Shores, AL .....	Safety Zones (Parts 147 and 165) .....	07/05/2005
COTP MOBILE-05-019 .....	Choctawhatchee Bay Bridge, FL .....	Safety Zones (Parts 147 and 165) .....	07/05/2005
COTP MOBILE-05-020 .....	Biloxi, MS .....	Safety Zones (Parts 147 and 165) .....	07/09/2005
COTP MOBILE-05-021 .....	Dauphin Island Bridge .....	Safety Zones (Parts 147 and 165) .....	07/09/2005
COTP MOBILE-05-022 .....	Gulf Shores, AL .....	Safety Zones (Parts 147 and 165) .....	07/09/2005
COTP MOBILE-05-023 .....	Santa Rosa Island, FL .....	Safety Zones (Parts 147 and 165) .....	07/09/2005
COTP MOBILE-05-024 .....	Aucilla River, FL .....	Safety Zones (Parts 147 and 165) .....	07/09/2005
COTP NEW ORLEANS-05-029 .....	Southwest Pass Safety Fairway, LA .....	Safety Zones (Parts 147 and 165) .....	05/26/2005
COTP OHIO VALLEY-05-010 .....	Louisville, KY .....	Safety Zones (Parts 147 and 165) .....	07/31/2005
COTP OHIO VALLEY-05-012 .....	Paducah, KY .....	Safety Zones (Parts 147 and 165) .....	07/13/2005
COTP PITTSBURGH-05-012 .....	Pittsburgh, PA .....	Safety Zones (Parts 147 and 165) .....	07/01/2005
COTP PITTSBURGH-05-013 .....	Chester, WV .....	Safety Zones (Parts 147 and 165) .....	07/04/2005
COTP PITTSBURGH-05-014 .....	Weirton, WV .....	Safety Zones (Parts 147 and 165) .....	07/04/2005
COTP PITTSBURGH-05-015 .....	Pittsburgh, PA .....	Safety Zones (Parts 147 and 165) .....	07/17/2005
COTP PORT ARTHUR-05-012 .....	Orange, TX .....	Safety Zones (Parts 147 and 165) .....	07/04/2005
COTP SAVANNAH-05-110 .....	Savannah, GA .....	Security Zones (Part 165) .....	08/07/2005
COTP ST LOUIS-05-010 .....	Louisiana, MO .....	Safety Zones (Parts 147 and 165) .....	06/16/2005
COTP ST LOUIS-05-012 .....	St. Louis, MO .....	Safety Zones (Parts 147 and 165) .....	07/02/2005
COTP ST LOUIS-05-013 .....	Guttenburg, IA .....	Safety Zones (Parts 147 and 165) .....	07/02/2005
COTP ST LOUIS-05-014 .....	St. Charles, MO .....	Safety Zones (Parts 147 and 165) .....	07/03/2005
COTP ST LOUIS-05-015 .....	Davenport, IA .....	Safety Zones (Parts 147 and 165) .....	07/03/2005
COTP ST LOUIS-05-016 .....	Chillicothe, IL .....	Safety Zones (Parts 147 and 165) .....	07/04/2005
COTP ST LOUIS-05-017 .....	Peoria, IL .....	Safety Zones (Parts 147 and 165) .....	07/04/2005
COTP ST LOUIS-05-019 .....	St. Louis, MO .....	Safety Zones (Parts 147 and 165) .....	07/16/2005
COTP ST LOUIS-05-020 .....	Atchison, KS .....	Safety Zones (Parts 147 and 165) .....	07/16/2005
COTP ST LOUIS-05-021 .....	St. Paul, MN .....	Safety Zones (Parts 147 and 165) .....	07/18/2005
COTP ST LOUIS-05-022 .....	Sioux City, IA .....	Safety Zones (Parts 147 and 165) .....	07/23/2005
COTP ST LOUIS-05-023 .....	La Grange, MO .....	Safety Zones (Parts 147 and 165) .....	07/30/2005
COTP ST LOUIS-05-024 .....	Red Wing, MN .....	Safety Zones (Parts 147 and 165) .....	07/30/2005
COTP ST LOUIS-05-025 .....	Red Wing, MN .....	Safety Zones (Parts 147 and 165) .....	08/06/2005
COTP TAMPA-05-099 .....	Tampa Bay, FL .....	Safety Zones (Parts 147 and 165) .....	07/02/2005
COTP TAMPA-05-100 .....	Tampa Bay, FL .....	Safety Zones (Parts 147 and 165) .....	07/05/2005

Dated: February 10, 2006.

**S.G. Venckus,**

*Chief, Office of Regulations and  
Administrative Law.*

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

**[COTP Western Alaska-06-002]**

**RIN 1625-AA00**

### Safety Zone; Gulf of Alaska, Narrow Cape, Kodiak Island, AK

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone in the Gulf of Alaska, encompassing the navigable waters in the vicinity of Narrow Cape and Ugak Island. The zone is needed to protect persons and vessels

operating in the vicinity of the safety zone during a rocket launch from the Alaska Aerospace Development Corporation, Narrow Cape, Kodiak Island facility. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Commander, Seventeenth Coast Guard District, the Coast Guard Captain of the Port, Western Alaska, or their on-scene representative. The intended effect of the safety zone is to ensure the safety of human life and property during the rocket launch.

**DATES:** This temporary final rule is effective from 2 a.m. on February 20, 2006 through 10:30 a.m. on February 23, 2006.

**ADDRESSES:** Documents indicated in this preamble as being available in the docket are available for inspection and copying at Coast Guard Marine Safety Detachment Kodiak, Kodiak, AK 99619. Normal Office hours are 7:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** LT Patrick Lee, Marine Safety Detachment, at (907) 486-5918.

## SUPPLEMENTARY INFORMATION:

### Regulatory History

We did not publish a notice of proposed rulemaking (NPRM) for this regulation. Under 5 U.S.C. 553(b)(8), the Coast Guard finds that good cause exists for not publishing an NPRM. The dates for rocket launches often change at the last moment or the rocket launch is cancelled. In the past, the Coast Guard has received several changes to rocket launch dates before the rocket launch actually occurs. As a result, it is impracticable to publish an NPRM because the date for the rocket launch is likely to change at the last minute.

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**. The process of scheduling a rocket launch is uncertain due to unforeseen delays such as weather that can cause cancellation of the launch. Any delay encountered in this

regulation's effective date would be unnecessary and contrary to public interest since immediate action is needed to protect human life and property from possible fallout from the rocket launch. The parameters of the zone will not unduly impair business and transits of vessels. The Coast Guard will announce via Broadcast Notice to Mariners the anticipated date and time of each launch and will grant general permission to enter the safety zone during those times in which the launch does not pose a hazard to mariners.

#### Background and Purpose

The Alaska Aerospace Development Corporation will launch an unmanned rocket from their facility at Narrow Cape, Kodiak Island, Alaska sometime between 6 a.m. and 10 a.m. during a four-day period between February 20, 2006 and February 23, 2006. The safety zone is necessary to protect spectators and transiting vessels from the potential hazards associated with the launch.

The Coast Guard will announce via Broadcast Notice to Mariners the anticipated date and time of the launch and will grant general permission to enter the safety zone during those times in which a launch schedule does not pose a hazard to mariners. Because the hazardous situation is expected to last for approximately eight and a half (8.5) hours each day during the four-day launch window period, and because general permission to enter the safety zone will be given during non-hazardous times, the impact of this rule on commercial and recreational traffic is expected to be minimal.

#### Discussion of Rule

From the latest information received from the Alaska Aerospace Development Corporation, the launch window is scheduled for four (4) hours during a four-day period between February 20 and February 23, 2006. The safety zone will be enforced from 2 a.m. to 10:30 a.m. on each of these days. The Captain of the Port, Western Alaska will terminate the safety zone after rocket launch operations are complete.

The size of the safety zone has been set to protect the public from potential hazards associated with the launch. The duration of the safety zone period will allow time for proper surveillance to be conducted to ensure the public is clear of the hazard area prior to and immediately following the rocket launch. The Pacific Range Support Team has identified a launch area exclusion zone from the area north of Narrow Cape to a point south of Ugak Island along the launch trajectory. The COTP will enforce a single safety zone

in support of their exclusion zone. The established safety zone includes the navigable waters in the vicinity of Narrow Cape and Ugak Island, within the boundaries defined by a line drawn from a point located at 57°29.8' North, 152°17.0' West, then southeast to a point located at 57°21.1' North, 152°11.2' West, then southwest to a point located at 57°19.9' North, 152°14.2' West, and then northwest to a point located at 57°25.4' North, 152°28.2' West, and then northeast to the point located at 57°29.8' North, 152°17.0' West. All coordinates reference Datum: NAD 1983.

This safety zone is necessary to protect transiting vessels from the potential hazards associated with the Rocket launch. The Coast Guard will announce via Broadcast Notice to Mariners the anticipated date and time of the launch and will grant general permission to enter the safety zone during those times in which the launch does not pose a hazard to mariners.

#### Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential cost and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not significant under the regulatory policies and procedures of the Department of Homeland Security (DHS) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DHS is unnecessary. Because the hazardous situation is expected to last for approximately eight and a half (8.5) hours each day during the four-day launch window period, and because general permission to enter the safety zone will be given during non-hazardous times, the impact of this rule on commercial traffic should be minimal. Before the effective period, we will issue maritime advisories widely available to users of the affected portion of the Gulf of Alaska. We believe there will be minimal economic impact on commercial traffic.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601–612), we have considered whether this rule would have significant economic impacts on a substantial number of small entities. 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 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.

This rule will affect the following entities, some of which may be small entities: The owners or operators of vessels intending to transit, anchor, or fish in a portion of the Gulf of Alaska from north of Narrow Cape to South of Ugak Island from 2:30 a.m. to 10:30 a.m. each day from February 20 until February 23, 2006 until rocket launch operations are complete. Because the hazardous situation is expected to last for approximately eight and a half (8.5) hours of each day during the four-day launch window period, and because general permission to enter the safety zone will be given during non-hazardous times, the impact of this rule on commercial and recreational traffic should be minimal. Before the effective period, we will issue maritime advisories widely available to users of the affected portion of the Gulf of Alaska. We believe there will be minimal impact to small entities.

#### Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

#### Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that this rule does not have implications for federalism.

#### Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

#### Taking of Private Property

This rule will not effect a taking of private property or otherwise have

taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

### Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

### Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not economically significant and does not cause an environmental risk to health or risk to safety that may disproportionately affect children.

### Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct affect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. We invite your comments on how this proposed rule might impact tribal governments, even if that impact may not constitute a "tribal implication" under the Order.

### Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

### Technical Standards

The National Technology Transfer and Advancement Act (NTTAA) (15 U.S.C. 272 note) directs agencies to use voluntary consensus standards in their regulatory activities unless the agency provides Congress, through the Office of Management and Budget, with an explanation of why using these standards would be inconsistent with

applicable law or otherwise impractical. Voluntary consensus standards are technical standards (e.g., specifications of materials, performance, design, or operation; test methods; sampling procedures; and related management systems practices) that are developed or adopted by voluntary consensus standards bodies.

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

### Environment

We have analyzed this rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have made a preliminary determination that there are no factors in this case that would limit the use of a categorical exclusion under section 2.B.2 of the Instruction. Therefore, we believe that this rule should be categorically excluded, under figure 2–1, paragraph (34)(g) of the Instruction, from further environmental documentation because this rule establishes a safety zone. A final "Environmental Analysis Check List" and a final "Categorical Exclusion Determination" will be available in the docket where indicated under

#### ADDRESSES.

#### List of Subjects in 33 CFR Part 165

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

■ For the reasons set out in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

#### PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

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

**Authority:** 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05–1(g), 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 2. From February 20, 2006 to February 23, 2006 add temporary § 165.T17–124 to read as follows:

#### § 165.T17–124 Alaska Aerospace Development Corporation, Safety Zone; Gulf of Alaska, Narrow Cape, Kodiak Island, AK.

(a) **Description.** The established safety zone includes the navigable waters in the vicinity of Narrow Cape and Ugak Island, within the boundaries defined by a line drawn from a point located at

57°29.8' North, 152°17.0' West, then southeast to a point located at 57°21.1' North, 152°11.2' West, then southwest to a point located at 57°19.9' North, 152°14.2' West, and then northwest to a point located at 57°25.4' North, 152°28.2' West, and then northeast to the point located at 57°29.8' North, 152°17.0' West. All coordinates reference Datum: NAD 1983.

(b) **Enforcement periods.** The safety zone in this section will be enforced from 2 a.m. to 10:30 a.m. during each day of a four-day launch window period from February 20, 2006 to February 23, 2006.

(c) **Regulations.** (1) The Duty Officer at Marine Safety Detachment, Kodiak, Alaska can be contacted at telephone number (907) 486–5918.

(2) The Captain of the Port may authorize and designate any Coast Guard commissioned, warrant, or petty officer to act on his behalf in enforcing the safety zone.

(3) The general regulations governing safety zones contained in § 165.23 apply. No person or vessel may enter or remain in this safety zone without first obtaining permission from the Captain of the Port or his on-scene representative. The Captain of the Port, Western Alaska, on-scene representative may be contacted at Marine Safety Detachment Kodiak.

Dated: January 31, 2006.

**M.R. DeVries,**

*Captain, U.S. Coast Guard, Captain of the Port, Western Alaska.*

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**BILLING CODE 4910–15–P**

## DEPARTMENT OF VETERANS AFFAIRS

### 38 CFR Part 3

#### RIN 2900–AK65

#### Filipino Veterans' Benefits Improvements

**AGENCY:** Department of Veterans Affairs.

**ACTION:** Final rule.

**SUMMARY:** This document amends the Department of Veterans Affairs (VA) adjudication regulations to reflect changes made by three Public Laws. First, Public Law 106–377, the Departments of Veterans Affairs and Housing and Urban Development, and Independent Agencies Appropriations Act, 2001, changed the rate of compensation payments to certain veterans of the Philippine Commonwealth Army and recognized guerrilla forces, who reside in the