

SUPPLEMENTARY INFORMATION: Federal Register Document 97-33866, Airspace Docket No. 97-ANM-22, published on December 30, 1997 (62 FR 67711), modified a portion of V-204 by reducing the width of the Federal airway from 4 to 3 nautical miles north of the airway centerline. However, the legal description contained superfluous information. This action corrects the legal description by removing the unnecessary information.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the airspace designation for VOR Federal Airway V-204, published in the **Federal Register** on December 30, 1997 (62 FR 67711); **Federal Register** Document 97-33866, and incorporated by reference in 14 CFR 71.1, is corrected as follows:

§ 71.1 [Corrected]

On page 67712, in the second column, near the middle of the page, beginning on the fourth line of the description of V-204, remove the following text: "INT Yakima 087° and Pasco, WA, 269° radials;"

Issued in Washington, DC, on February 25, 1998.

John S. Walker,

Program Director for Air Traffic Airspace Management.

[FR Doc. 98-5270 Filed 2-25-98; 2:18 pm]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 165

[CGD01-97-135]

RIN 2115-AA97

Safety Zone: Swift Creek Channel, Freeport, NY

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone that includes all waters within 200 yards of the Loop Parkway Bridge which spans Swift Creek channel, Freeport, NY. The safety zone is needed to facilitate the construction of the new loop parkway bridge. Entry into this safety zone is prohibited unless authorized by the Captain of the Port, Long Island Sound, New Haven, CT. **EFFECTIVE DATE:** This temporary regulation is effective on January 9, 1998, from 4 p.m. until April 30, 1998. **ADDRESSES:** Documents relating to this temporary final rule are available for

inspection and copying at U.S. Coast Guard Group/MSO Long Island Sound, 120 Woodward Ave, New Haven, CT 06512. Normal office hours are between 8 a.m. and 4 p.m., Monday through Friday, except holidays. Comments may also be faxed to this address. The fax number is (203) 468-4445.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander T.J. Walker, Chief of Port Operations, Captain of the Port, Long Island Sound at (203) 468-4444.

SUPPLEMENTARY INFORMATION:

Regulatory History

As authorized by 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation. Good cause exists for not publishing a NPRM and for making this regulation effective immediately. Due to the need to ensure vessel safety, this office had insufficient time to publish proposed rule in advance of the event. Publishing a NPRM and delaying its effective date would effectively suspend work on the new bridge which would be contrary to the public interest.

Background and Purpose

At 4 p.m. on January 9, 1998 COTP Long Island Sound established a safety zone to prevent vessels from transitting the Swift Creek channel beneath the Loop Parkway bridge as a result of the construction of the new bridge. The safety zone is needed to facilitate the building of the center of the bridge and to protect construction personnel and the maritime community. Entry into or movement within this zone is prohibited unless authorized by the Captain of the Port.

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 not been reviewed 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Entry into this zone will be prohibited until April 30, 1998. Although this regulation prevents traffic from transiting a portion of Swift Creek Channel, Freeport, NY, the effect of this regulation will not be significant for

several reasons: There are alternate routes around the channel; the closure is during the off-season for recreational boating; and extensive, advance maritime advisories have been made of the channel closure and will continue to be made.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking is required. "Small entities" may include: (1) Small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields; and (2) governmental jurisdictions with populations of less than 50,000.

For the reasons addressed under the Regulatory Evaluation above, the Coast Guard finds that this rule will not have a significant impact on a substantial number of small entities. If however, you think that your business or organization qualifies as a small entity and that this rule will have a significant impact upon your business or organization, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and in what way and to what degree this rule will economically affect it.

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 action under the principles and criteria contained in Executive Order 12612, and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard has considered the environmental impact of this rule and concluded that under section 2.B.2.e. of Commandant Instruction M16475.1B, as revised by 59 FR 38654, July 29, 1994, this rule is categorically excluded from further environmental documentation.

A Categorical Exclusion Determination and an Environmental Analysis Checklist are included in the docket and are available for inspection or copying at the location indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reports 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—[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, § 165.T01–135, is added to read as follows:

§ 165.T01–135 Swift Creek Channel, Freeport, NY.

(a) *Location.* The safety zone includes all waters surrounding the Loop Parkway Bridge where it spans Swift Creek channel, within a 200 yard distance on either side of the bridge.

(b) *Effective date.* This section is effective on January 9, 1998, from 4 p.m. until April 30, 1998, unless terminated sooner by the Captain of the Port, Long Island Sound.

(c) *Regulations.* The general regulations contained in § 165.23 apply.

Dated: January 9, 1998.

P.K. Mitchell,

Captain, U.S. Coast Guard, Captain of the Port, Long Island Sound.

[FR Doc. 98–5114 Filed 2–26–98; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 165**

[COTP San Diego, 98–006]

RIN 2115–AA97

Safety Zone: Mission Bay, San Diego, CA; Oceanside Harbor, Oceanside, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary safety zones in the navigable waters of the channel entrances to Mission Bay, San Diego, CA, and Oceanside Harbor, Oceanside, CA, respectively. Both of these safety zones have been established for the same reason: To safeguard vessels from the severe swell and waves that are being encountered at the channel entrances to Mission Bay and Oceanside Harbor. The safety zones will consist of all navigable waters located within a

400 yard circular radius surrounding the end of the Mission Bay Channel entrance north jetty, and within a 400 yard circular radius surrounding the north jetty at the Oceanside Harbor entrance, respectively.

The safety zones are established to restrict vessel capsizing, groundings, and other navigational mishaps that may occur due to severe weather and navigation conditions currently being encountered at the channel entrances to Mission Bay and Oceanside Harbor. Entry into, transiting through, or anchoring within these zones is prohibited unless authorized by the Captain of the Port. The Captain of the Port retains the discretion to authorize entry into, transit through, or anchoring within these zones as weather and navigation conditions permit.

DATES: This temporary rule becomes effective at 7:30 a.m. (PST) on February 17, 1998, and runs until 8 p.m. (PST) on March 31, 1998.

ADDRESSES: Marine Safety Office San Diego, 2716 N. Harbor Drive, San Diego, CA 92101–1064.

FOR FURTHER INFORMATION CONTACT: Lt. Michael Arguelles, U.S. Coast Guard Marine Safety Office San Diego at (619) 683–6484.

SUPPLEMENTARY INFORMATION:**Regulatory Information**

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Publication of a notice of proposed rulemaking and delay of its effective date would be contrary to the public interest because emergency weather and navigation conditions require the immediate closure of both of these respective areas.

Background and Purposes

These safety zones have both been established for the same reason: To safeguard vessels from severe swell and waves that are being encountered at the channel entrances to Mission Bay and Oceanside Harbor. The safety zones will consist of all navigable waters located within a 400 yard circular radius surrounding the end of the Mission Bay Channel entrance north jetty, and within a 400 yard circular radius surrounding the north jetty at the Oceanside Harbor entrance, respectively. The safety zones will be in place from 7:30 a.m. (PST) on February 17, 1998, until 8 p.m. (PST) on March 31, 1998, unless canceled earlier by the Captain of the Port.

Discussion of Regulation

This regulation is necessary to safeguard vessels from the severe swell and waves that are being encountered at the channel entrances to Mission Bay and Oceanside Harbor. The safety zones will be enforced by U.S. Coast Guard personnel and local authorities working in conjunction with U.S. Coast Guard personnel. No persons or vessels will be allowed to enter into, transit through, or anchor within the safety zones unless authorized by the Captain of the Port. The Captain of the Port retains the discretion to authorize entry into, transit through, or anchoring within these zones as weather and navigation conditions permit.

Regulatory Evaluation

This regulation 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 (44 FR 11040; February 26, 1979). Due to the short duration and limited scope of the implementation of this safety zone, the Coast Guard expects the economic impact of this regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of Department of Transportation is unnecessary.

Collection of Information

This rule contains no collection of information requirements under this Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this regulation under the principles and criteria contained in Executive Order 12612 and has determined that this regulation 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 regulation and concluded that under section 2.B.2 of Commandant Instruction M16475.1B, it will have no significant environmental impact and its is categorically excluded from further environmental documentation. A categorical exclusion determination and an environmental analysis check list have been completed and are available