

extends between Crestview, FL, and Franklin, PA.

**V-184:** V-184 currently extends between the Erie, PA, VORTAC and the intersection of radials from the Kennedy, NY, VOR/DME and the Robbinsville, NJ, VORTAC. This change removes the segments between the Erie, PA, VORTAC and the Philipsburg, PA, VORTAC. The amended route extends between Philipsburg, PA, and the intersection of radials from the Kennedy, NY, VOR/DME and the Robbinsville, NJ, VORTAC.

**V-188:** V-188 currently extends between the Tidioute, PA, VORTAC and the Groton, CT, VOR/DME. This change removes the segment between the Tidioute, PA, VORTAC and the Slate Run, PA, VORTAC. The amended route extends between Slate Run, PA and Groton, CT.

**V-542:** V-542 currently extends between the Tidioute, PA, VORTAC and the Lebanon, NH, VOR/DME. This change removes the segments between the Tidioute, PA, VORTAC and the Elmira, NY, VOR/DME. The amended route extends between Elmira, NY and Lebanon, NH.

#### Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) Is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation because the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Environmental Review

The FAA has determined that this action of modifying VOR Federal airways V-115, V-184, V-188, and V-542 in the eastern United States due to the planned decommissioning of the Tidioute, PA, VORTAC qualifies for categorical exclusion under the National Environmental Policy Act and its agency-specific implementing regulations in FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures at paragraph 5–6.5a, which categorically excludes from full

environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points. Therefore, this airspace action is not expected to result in any significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

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

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

#### § 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11C, Airspace Designations and Reporting Points, dated August 13, 2018 and effective September 15, 2018, is amended as follows:

#### Paragraph 6010(a)—Domestic VOR Federal Airways

##### V-115 [Amended]

From Crestview, FL; INT Crestview 001° and Montgomery, AL, 204° radials; Montgomery; INT Montgomery 323° and Vulcan, AL, 177° radials; Vulcan; Choo Choo, GA; Volunteer, TN; Hazard, KY; Charleston, WV; Parkersburg, WV; Newcomerstown, OH; INT Newcomerstown 038° and Franklin, PA, 239° radials; to Franklin.

##### V-184 [Amended]

From Philipsburg, PA; Harrisburg, PA; INT Harrisburg 135° and Modena, PA, 274° radials; Modena; INT Modena 120° and Woodstown, NJ, 326° radials; Woodstown; Cedar Lake, NJ; Atlantic City, NJ; INT Atlantic City 055° and Kennedy, NY, 198° radials; to INT Kennedy 198° and Robbinsville, NJ, 112° radials.

##### V-188 [Amended]

From Slate Run, PA; Williamsport, PA; Wilkes-Barre, PA; INT Wilkes-Barre 084° and

Sparta, NJ, 300° radials; Sparta; INT Sparta 082° and Carmel, NY, 243° radials; Carmel; INT Carmel 078° and Groton, CT, 276° radials; to Groton.

##### V-542 [Amended]

From Elmira, NY; Binghamton, NY; Rockdale, NY; Albany, NY; Cambridge, NY; INT Cambridge 063° and Lebanon, NH, 214° radials; to Lebanon.

\* \* \* \* \*

Issued in Washington, DC, on July 22, 2019.

**Rodger A. Dean Jr.,**

*Manager, Airspace Policy Group.*

[FR Doc. 2019–15940 Filed 7–26–19; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF LABOR

### Occupational Safety and Health Administration

#### 29 CFR Part 1904

[Docket No. OSHA–2013–0023]

RIN 1218–AD17

#### Recording and Reporting Occupational Injuries and Illnesses; Approval of Information Collection Requirements

**AGENCY:** Occupational Safety and Health Administration (OSHA), Department of Labor.

**ACTION:** Announcement of OMB information collection approval.

**SUMMARY:** This document announces Office of Management and Budget (OMB) approval for the information collection requirements in the Recording and Reporting Occupational Injuries and Illnesses regulation as revised by the Tracking of Injuries and Illnesses final rule. OSHA sought OMB approval of these requirements under the Paperwork Reduction Act of 1995 (the PRA), and, as required by that Act, is announcing the approval for these requirements. The OMB approval number is 1218–0176.

**DATES:** The information collection requirements contained in the final rule which was published on January 25, 2019 (84 FR 380), were approved by OMB on March 28, 2019.

**FOR FURTHER INFORMATION CONTACT:** Seleda Perryman, OSHA, Directorate of Standards and Guidance, U.S. Department of Labor; telephone (202) 693–2222.

**SUPPLEMENTARY INFORMATION:** On January 25, 2019, OSHA published the Tracking of Injuries and Illnesses final rule revising the Recording and Reporting Occupational Injuries and Illnesses regulation, 29 CFR 1904.41.

The regulation contains new and revised information collection requirements. These requirements are contained in the Information Collection Request (ICR) approved by OMB under control number 1218-0176, which OSHA included in the final rule published in the **Federal Register** (84 FR 405). OSHA sought OMB approval of these requirements under the PRA (44 U.S.C. 3501 *et seq.*), and, as required by that Act, is announcing the approval for these requirements. A copy of the approved ICR is available at [https://www.reginfo.gov/public/do/PRAViewDocument?ref\\_nbr=201901-1218-001](https://www.reginfo.gov/public/do/PRAViewDocument?ref_nbr=201901-1218-001).

The final rule amended the information collection requirements of the recordkeeping regulation 29 CFR 1904.41 by rescinding the requirement for establishments with 250 or more employees to electronically submit information from OSHA Forms 300 and 301. The final rule also established a new information collection requirement by requiring covered employers to submit their Employer Identification Number (EIN) electronically along with their injury and illness data submission.

The public already has had the opportunity to comment on the information collection requirements and OMB has approved them on March 28, 2019. This announcement is to increase public awareness of OMB's approval of the information collection requirements. In addition, 29 CFR 1904.45 displays the approved recordkeeping and reporting information collection requirements, including 29 CFR 1904.41, with the OMB control number, 1218-0176.

### Authority and Signature

Loren Sweatt, Acting Assistant Secretary of Labor for Occupational Safety and Health, directed the preparation of this document. The authority for this document is the Paperwork Reduction Act of 1995 (44 U.S.C. 3506 *et seq.*) and Secretary of Labor's Order No. 1-2012 (77 FR 3912).

Signed at Washington, DC, on June 21, 2019.

**Loren Sweatt,**

*Acting Assistant Secretary of Labor for Occupational Safety and Health.*

[FR Doc. 2019-15880 Filed 7-26-19; 8:45 am]

**BILLING CODE 4510-26-P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG-2019-0621]

RIN 1625-AA00

#### Safety Zone; Allegheny River, Mile 0 to Mile 0.6, Pittsburgh, PA

**AGENCY:** Coast Guard, DHS.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for navigable waters of the Allegheny River from Mile 0 to Mile 0.6. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by high speed boat races and paddle boat races. Entry of vessels or persons into this zone is prohibited unless specifically authorized by Captain of the Port Marine Safety Unit Pittsburgh or a designated representative.

**DATES:** This rule is effective from 10:30 a.m. on August 2, 2019 through 10:30 p.m. on August 4, 2019.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type USCG-2019-0621 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 MST2 Charles Morris, Marine Safety Unit Pittsburgh, U.S. Coast Guard, at telephone 412-221-0807, email [Charles.F.Morris@uscg.mil](mailto:Charles.F.Morris@uscg.mil).

#### SUPPLEMENTARY INFORMATION:

##### I. Table of Abbreviations

CFR Code of Federal Regulations  
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 that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because it is impracticable. After receiving and fully reviewing the event information, circumstances and exact location, the Coast Guard determined that a safety zone was necessary to protect personnel, vessels, and the marine environment from potential hazards created from high speed boat races and paddleboat races. It would be impracticable to complete the full NPRM process for this safety zone because we need to establish it by August 2, 2019 and lack sufficient time to provide a reasonable comment period and then consider those comments before issuing the rule.

### III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034 (previously 33 U.S.C. 1231). The Captain of the Port Marine Safety Unit Pittsburgh (COTP) has determined that a safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created from high speed boat races and paddle boat races.

### IV. Discussion of the Rule

This rule establishes a safety zone from 10:30 a.m. on August 2, 2019 through 10:30 p.m. on August 4, 2019, to be enforced from 10:30 a.m. through 10:30 p.m. each day. The safety zone will cover all navigable waters on the Allegheny River from Mile 0 to Mile 0.6.

No vessel or person is permitted to enter the safety zone without obtaining permission from the COTP or a designated representative. A designated representative is a commissioned, warrant, or petty officer of the U.S. Coast Guard (USCG) assigned to units under the operational control of the COTP. To seek permission to enter, contact the COTP or a designated representative via VHF-FM channel 16, or through Marine Safety Unit Pittsburgh at 412-221-0807. Persons and vessels permitted to enter the safety zone must comply with all lawful orders or directions issued by the COTP or designated representative. The COTP or a designated representative will inform the public of the effective period for the safety zone as well as any changes in the dates and times of enforcement through Local Notice to Mariners (LNMs), Broadcast Notices to Mariners (BNMs), and/or Marine Safety Information Bulletins (MSIBs), as appropriate.