

Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The adjustment shall be done in accordance with Fokker Service Bulletin SBF100-32-094, dated November 10, 1994; or Fokker Service Bulletin SBF100-32-094, Revision 1, dated March 15, 1995; or Fokker Service Bulletin F28/32-153, dated November 10, 1994; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on September 9, 1996.

Issued in Renton, Washington, on July 25, 1996.

Darrell M. Pederson,
*Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.*
[FR Doc. 96-19523 Filed 8-2-96; 8:45 am]
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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 136, 137, and 139

[Docket No. 91N-100S]

RIN 0910-AA19

Food Standards: Amendment of Standards of Identity for Enriched Grain Products to Require Addition of Folic Acid; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule; correction.

SUMMARY: The Food and Drug Administration (FDA) is correcting a final rule that appeared in the Federal Register of March 5, 1996 (61 FR 8781). The final rule amended the standards of identity for several enriched cereal-grain

products and by cross-reference, the standards of identity for enriched bromated flour, enriched vegetable macaroni, and enriched vegetable noodle products, to require fortification of those cereal grain products with folic acid. The document was published with some errors. This document corrects those errors.

EFFECTIVE DATE: January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Felicia B. Satchell, Center for Food Safety and Applied Nutrition (HFS-158), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-205-5099.

In FR Doc. No. 96-5014, appearing on page 8781 in the Federal Register of Tuesday, March 5, 1996, the following corrections are made:

1. On page 8781, in the third column, under the "SUPPLEMENTARY INFORMATION" caption, in the second paragraph, in the eighth line, "consideration" is corrected to read "considerable".

2. On page 8782, in the first column, in the fourteenth line, "Health Claims" is corrected to read "folic acid health claims"; and beginning on the same line "58 FR 23254 at 23256" is corrected to read "58 FR 53254 at 53256"; and in the nineteenth line, "the claims" is corrected to read "the folic acid health claims".

3. On page 8783, in the first column, in the first full paragraph, in the second line from the bottom, "folate" is corrected to read "folic acid".

4. On page 8786, in the first column, in the first full paragraph, in the seventh line, the word "direct" is inserted after the word "include", and in the same page, in the third full paragraph, the last sentence in parenthesis is deleted.

5. On page 8788, in the third column, in the second full paragraph, in the fifth line, the word "raises" is removed and is reinserted in the sixth line, after the word "request".

6. On page 8794, in the third column, in the fifth full paragraph, in the ninth line, the last sentence is corrected to read:

The cost of the required label changes will vary with the compliance period. The estimated cost of the required label changes in the proposed rule was based on a compliance period of 1 year. However, this final rule changes the compliance period from 1 year to 2 years. This increase in the compliance period reduces the estimated cost of required label changes to \$11 million. The cost of adding the required folic acid and the cost of testing are recurring costs that are not significantly affected by the change in the compliance period. Thus, the total one-time cost of relabeling these products is estimated to be \$11 million and the recurring costs are estimated to be \$6.5 million. These costs are

extremely small relative to the estimated health benefits of this final rule.

7. On page 8795, in the first column, before "B. Benefits", the following paragraph is added:

"Total Costs. If fortification were to be at 70 µ/100 g, quantified costs for allowing 2 years for compliance are now estimated to be \$16 million. If fortification were to be at 350 µg/100 g, quantified costs for allowing 2 years for compliance are now estimated to be \$23.5 million. Again, FDA has declined to quantify the costs of neurologic effects due to masking of anemia of vitamin B₁₂ deficiency."

8. On page 8795, in the second column, under section 2.a, in the sixth line "10 to 50 percent of" is removed; on the same page, in the third column, under "C. Conclusion", in the second paragraph, in the third line "\$27 million" is corrected to read "\$17.5 million"; in the same paragraph, beginning in the thirteenth line, "should be approximately 25 percent of the first year cost" is corrected to read "is estimated to be approximately \$7 million"; and in the third paragraph, in the second line, "\$27 million" is corrected to read "\$17.5 million".

Dated: July 25, 1996.
William K. Hubbard,
*Associate Commissioner for Policy
Coordination.*
[FR Doc. 96-19803 Filed 8-2-96; 8:45 am]

BILLING CODE 4160-01-F

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD07-96-045]

RIN 2115-AE46

Special Local Regulations; City of Palm Beach, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: Temporary special local regulations are being established for the Palm Beach Offshore Grand Prix. The event will be held on August 10-11, 1996, from 9 a.m. to 4 p.m. EDT (Eastern Daylight Time). The race will take place in the Atlantic Ocean from Singer Island out to two and a half nautical miles offshore. During the event, race boats will be competing at high speeds with numerous spectator craft in the area, creating an extra or unusual hazard in the navigable waterways. Therefore, these regulations are needed to provide for the safety of life on navigable waters during the event.

EFFECTIVE DATES: This section is effective on August 10–11, 1996, from 9 a.m. to 4 p.m. EDT.

FOR FURTHER INFORMATION CONTACT: QM2 S.E. Fowler, project officer, U.S. Coast Guard Group Miami, Florida at (305) 535-4448.

SUPPLEMENTARY INFORMATION: In accordance with 5 U.S.C. 553, a notice of proposed rulemaking has not been published for these regulations and good cause exists for making them effective less than 30 days after publication. Following normal rulemaking procedures would have been impracticable, as there was not sufficient time remaining after the date of the event was finalized to publish proposed rules in advance of the event or to provide for a delayed effective date.

Discussion of Regulations

Temporary special local regulations are being established for the Palm Beach Offshore Grand Prix. The event will be held on August 10–11, 1996, from 9 a.m. to 4 p.m. EDT. The Palm Beach Offshore Grand Prix Festival Inc. is sponsoring a high speed power boat race with approximately sixty race boats, ranging in length from 24 to 50 feet, participating in the event. The race will take place in the Atlantic Ocean from Singer Island out to two and a half nautical miles offshore. Several hundred spectator craft are anticipated in the area to watch the racing events. Due to the numerous spectator craft and race boats, these regulations are necessary to provide for the safety of life on the navigable waterways.

The first regulated area is established within the following points:

- (a) 26–49.39N, 080–02.22W
- (b) 26–49.39N, 080–00.92W
- (c) 26–47.41N, 080–01.21W
- (d) 26–46.80N, 080–01.35W
- (e) 26–46.80N, 080–01.90W

All coordinates referenced use datum: NAD 1983. This area is effective from 9 a.m. to 4 p.m. EDT, on August 10, 1996.

A second regulated area is established within the following points:

- (a) 26–49.39N, 080–02.22W
- (b) 26–49.39N, 079–59.32W
- (c) 26–49.05N, 079–59.32W
- (d) 26–47.38N, 080–01.23W
- (e) 26–46.80N, 080–01.35W
- (f) 26–46.80N, 080–01.90W

All coordinates referenced use datum: NAD 1983. This second regulated area is effective from 9 a.m. to 4 p.m. EDT, on August 11, 1996.

Entry into these regulated areas by other than event participants is prohibited unless otherwise authorized by the Patrol Commander. The Patrol

Commander is a commissioned, warrant, or petty officer of the United States Coast Guard who has been designated by the Commander, Coast Guard Group Miami, Florida. At the completion of scheduled races and departure of participants from the regulated area, traffic may resume normal operations. At the discretion of the Patrol Commander, between scheduled racing events, traffic may be permitted to resume normal operations. A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

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 (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 the regulated areas is prohibited for only 7 hours on each day of the event.

Since the impact of this rule is expected to be minimal, the Coast Guard certifies that it will not have a significant economic impact on a substantial number of small entities.

Collection of Information

These regulations contain no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

This rule has been analyzed in accordance with the principles and criteria contained in Executive order 12612, and it has been determined that the rulemaking 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 action consistent with Section 2.B.2 of Commandant Instruction M16475.1B. In accordance with that section, this action has been environmentally assessed (EA

completed), and the Coast Guard has determined that it will not significantly affect the quality of the human environment. An environmental assessment and finding of no significant impact have been prepared and are available for inspection and copying from QM2 S. Fowler, Coast Guard Group Miami, Florida, (305) 535-4448. As a condition to the permit, the applicant is required to educate the operators of participant craft and spectator craft regarding the possible presence of manatees/sea turtles and the appropriate precautions to take if the animals are sighted.

List of Subjects in 33 CFR Part 100

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

Regulations: In consideration of the foregoing, the Coast Guard amends 33 CFR Part 100 as follows:

PART 100—[AMENDED]

1. The authority citation for part 100 continues to read as follows:

Authority: 33 U.S.C. 1233 and 49 CFR 1.46.

2. A temporary § 100.35T96–045 is added to read as follows:

§ 100.35T96–045 Palm Beach Offshore Grand Prix; Palm Beach, FL.

(a) *Regulated Areas*—(1) *Regulated Area 1*: The regulated area corner points are established as follows:

- (i) 26–49.39N, 080–02.22W
- (ii) 26–49.39N, 080–00.92W
- (iii) 26–47.41N, 080–01.21W
- (iv) 26–46.80N, 080–01.35W
- (v) 26–46.80N, 080–01.90W

All coordinates referenced use datum: NAD 1983.

(2) *Regulated Area 2*: The regulated area corner points established as follows:

- (i) 26–49.39N, 080–02.22W
- (ii) 26–49.39N, 079–59.32W
- (iii) 26–49.05N, 079–59.32W
- (iv) 26–47.38N, 080–01.23W
- (v) 26–46.80N, 080–01.35W
- (vi) 26–46.80N, 080–01.90W

All coordinates referenced use datum: NAD 1983.

(b) *Definitions*—(1) *Patrol Commander*. Patrol Commander is a commissioned, warrant, or petty officer of the United States Coast Guard who has been designated by the commander, Coast Guard Group Miami, Florida.

(c) *Effective dates*—(1) *Regulated Area 1*. This regulated area is effective from 9 a.m. to 4 p.m. EDT, on August 10, 1996.

(2) *Regulated Area 2*. This regulated area is effective from 9 a.m. to 4 p.m. EDT, on August 11, 1996.

(d) *Special local regulations*—(1) Entry into the regulated areas by other than event participants is prohibited unless otherwise authorized by the Patrol Commander. At the completion of scheduled races and departure of participants from the regulated area, traffic may resume normal operations. At the discretion of the Patrol Commander, between scheduled racing events, traffic may be permitted to resume normal operations.

(2) A succession of not fewer than 5 short whistle or horn blasts from a patrol vessel will be the signal for any and all vessels to take immediate steps to avoid collision. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

Dated: July 11, 1996.
John W. Lockwood,
Rear Admiral, U.S. Coast Guard, Commander,
Seventh Coast Guard District.
[FR Doc. 96-19749 Filed 8-2-96; 8:45 am]
BILLING CODE 4910-14-M

33 CFR Part 117

[CGD09-96-003]

RIN 2115-AE47

Drawbridge Operation Regulations; Saginaw River, MI

AGENCY: Coast Guard, DOT.
ACTION: Notice; Direct final rule confirmation of effective date.

SUMMARY: On May 14, 1996, the Coast Guard published, in the Federal Register, a direct final rule, 61 FR 24235, CGD09-96-003. This direct final rule notified the public of the Coast Guard's intent to place the CSX Railroad bridge, mile 18.0 over the Saginaw River in Saginaw, MI, in a fixed status. The bridge will be locked in the closed position. The Coast Guard has not received any adverse comments or any notice of an intent to submit adverse comments objecting to this rule as written. Therefore, this rule will go into effect as scheduled.

EFFECTIVE DATE: The effective date of the direct final rule is confirmed as August 12, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Scot M. Striffler, Project Manager, Ninth Coast Guard District Bridge Branch, at (216) 522-3993.

Dated: July 17, 1996.
G.F. Woolever,
Rear Admiral, U.S. Coast Guard Commander,
Ninth Coast Guard District.
[FR Doc. 96-19748 Filed 8-2-96; 8:45 am]
BILLING CODE 4910-14-M

33 CFR Part 165

[CGD1-96-068]

RIN 2115-AE84

Regulated Navigation Area: Boston Harbor, Spectacle Island, Boston, MA

AGENCY: Coast Guard, DOT.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary Regulated Navigation Area (RNA) in the waters surrounding the west side of Spectacle Island, Boston Harbor, Boston, MA. Dredging operations are being conducted to ensure adequate depth is maintained for vessels operating in the area. This RNA will protect the sediment curtain from damage by passing vessels and increase safety of the workers by requiring all vessels in the regulated area to operate at a no-wake speed.

EFFECTIVE DATES: This temporary final rule is effective July 16, 1996, until August 16, 1996, Monday through Saturday, 24 hours per day.

FOR FURTHER INFORMATION CONTACT: LTJG John Buckley, Vessel and Waterway Management Division, Coast Guard Captain of the Port Boston, 455 Commercial Street, Boston, MA 02109-1045, (617) 223-3000.

SUPPLEMENTARY INFORMATION:
Regulatory History

Pursuant to 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 in less than 30 days after Federal Register publication. The date the Massachusetts Highway Department provided notice of delays in the project left insufficient time to publish a NPRM or extend the previous RNA which expired on July 1, 1996. It is in the public interest to have the west side of Spectacle Island dredged and to have a no-wake zone established during operations. The actual water depth to the west of Spectacle Island is considerably less than the charted depth, making vessel movements in the area dangerous. Immediate action is needed to regulate vessel traffic in the vicinity of Spectacle Island to avoid groundings and enable dredging operations to continue. Comments were requested in the previous RNA and none were received.

Background and Purpose

Massachusetts Highway Department is conducting dredging operations in the

waters off the west side of Spectacle Island. Spectacle Island is the deposit site for excavated material from the Central Artery/Tunnel project. As a result of this deposition and subsequent erosion and runoff, sediment has built up in the waters west of Spectacle Island. Due to sedimentation, the act water depth is considerably less than the charted depth, making vessel movements in the area dangerous. Spectacle Island receives regular tugboat and barge traffic in conjunction with the Central Artery Tunnel project. The dredging operation will remove the sediment in order to increase water depth for vessels operating in the area. A sediment curtain is required to be in place during the dredging operation to minimize damage to the environment. In order to minimize damage to the environment and provide for the safety of personnel and vessels involved in the dredging operation, the Coast Guard deemed an RNA necessary.

The Coast Guard published a Regulated Navigation Area (CGD1-96-042) (which regulated vessel traffic from June 10, 1996, until July 1, 1996. The Massachusetts Highway Department informed the Coast Guard on or about June 29, 1996, that they had encountered two large concrete containers in the vicinity of the dredging operations and, consequently, would fail to meet their estimated project completion deadline. The Department requested an extension of the RNA. With such short notice it was not possible to extend the original RNA. A second Regulated Navigation Area is needed to protect the sediment curtain and ensure the safety of the workers.

Discussion of the Rule

The RNA includes all waters of Boston Harbor bounded by the western shore of Spectacle Island and the following coordinates: 42°19'35"N, 070°59'28"W; 42°19'30"N, 070°59'37"W; 42°19'09"N, 070°59'22"W; 42°19'11"N, 070°59'16"W. (NAD 1983) The boundaries are identical to those in the previous RNA for Boston Harbor, Spectacle Island.

Several work boats and barges involved in the dredging will be operating within the RNA. Vessels transiting the RNA will be required to operate at a no-wake speed to minimize damage to the sediment curtain and protect workers aboard the work boats and barges. The dredging operation is scheduled to continue until August 16, 1996. Operations will be conducted 24 hours per day, Monday through Saturday.