

21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) Except as required by paragraph (b) of this AD, the actions shall be done in accordance with Dassault Aviation Service Bulletin F2000-123 (F2000-28-7), dated November 14, 1997. 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 Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. 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.

Note 4: The subject of this AD is addressed in French airworthiness directive 98-020-005(B), dated January 28, 1998.

(g) This amendment becomes effective on May 15, 1998.

Issued in Renton, Washington, on April 22, 1998.

Gary L. Killion,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD01 97-017]

RIN 2115-AA98

Special Anchorage Area: Special Anchorage, Hudson River, at Hyde Park, NY

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is disestablishing the special anchorage located at Hyde Park, NY. The Poughkeepsie Yacht Club requested the disestablishment of this special anchorage because it is unsuitable for its intended purpose. Any vessels seeking to anchor in this area will be required to exhibit anchorage lights in accordance with the Rules of the Road. **DATES:** This final rule is effective June 1, 1998.

ADDRESSES: Documents as indicated in this preamble are available for inspection or copying at the Waterways Oversight Branch, Coast Guard Activities New York, 212 Coast Guard Drive, Staten Island, New York, 10305, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is 718-354-4195.

FOR FURTHER INFORMATION CONTACT: Lieutenant Junior Grade Alma P. Kenneally, (718) 354-4195.

SUPPLEMENTARY INFORMATION:

Regulatory History

On July 18, 1997 the Coast Guard published a notice of proposed rulemaking entitled Special Anchorage Area: Special Anchorage, Hudson River, at Hyde Park, NY in the **Federal Register** (62 FR 38511). Interested persons were requested to submit comments on or before September 16, 1997. The Coast Guard received no comments on this proposal. A public hearing was not requested and one was not held. The Coast Guard is promulgating the final rule as proposed.

Background and Purpose

The Poughkeepsie Yacht Club requested the disestablishment of the special anchorage located at mile 72.7 on the east bank of the Hudson River, at Hyde Park, NY. This special anchorage is described in 33 CFR 110.60, paragraph (p-3). Special anchorages are areas of water in which vessels of not more than 65 feet in length may anchor without exhibiting anchor lights. The Poughkeepsie Yacht Club lies adjacent to this special anchorage and is its principal user. However, the Poughkeepsie Yacht Club requested disestablishment for the following reasons:

(1) The Special anchorage is a hindrance to yacht club activities, many of which occur within the limited area available which is not encumbered by the seasonal weed bed or the shallow water depth at mean low water;

(2) The special anchorage is not used in the winter. All yacht club moorings and docks must be removed annually in this reach of the Hudson River due to the substantial ice build up; and

(3) Transient vessels anchor approximately 1500 feet north of the special anchorage to use Esopus Island as a breakwater to block wake action caused by commercial shipping which transits west of the island.

Discussion of Comments and Changes

No comments were received and therefore no changes were considered.

Regulatory Evaluation

This 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 10(e) of the regulatory policies and procedures of DOT is unnecessary. The principal users of this special anchorage are the members of the Poughkeepsie Yacht Club who fully understand the impact of their request. Additionally, the Coast Guard is unaware of any boaters other than the members of the Poughkeepsie Yacht Club who anchor or use moorings in this special anchorage.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" include 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. For the reasons discussed in the Regulatory Evaluation section above, the Coast Guard certifies under Section 605(b) of the Regulatory Flexibility Act (5 U.S.C. *et seq.*) that this final rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This final rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that it does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under 2.B.2.b(34)(f) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under **ADDRESSES**.

List of Subjects in 33 CFR Part 110

Anchorage grounds.

Regulation

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 110 as follows:

PART 110—[AMENDED]

1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 1221 through 1236, 2030, 2035, 2071; 49 CFR 1.46 and 33 CFR 1.05–1(g).

§ 110.60 [Amended]

2. In section 110.60 paragraph (p–3) is removed.

Dated: April 13, 1998.

R.M. Larrabee,

*Rear Admiral, U.S. Coast Guard, Commander,
First Coast Guard District.*

[FR Doc. 98–11514 Filed 4–29–98; 8:45 am]

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

[COTP Los Angeles-Long Beach, CA; 98–002]

RIN 2115–AA97

Safety Zone; Santa Barbara Channel, CA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule; request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the navigable waters of the Santa Barbara Channel, California, around the oil and gas facilities commonly known as the Sealiff Pier Complex. These piers are located in Ventura County, immediately south of Punta Gorda (Mussel Shoals) and adjacent to Highway 101. A safety zone is needed for the pier decommissioning project which will use explosive charges to demolish 21 concrete caissons that currently support the pier. The safety zone will encompass a water area extending 500 yards in all directions from the center of the pier complex, which is situated at approximately 34°–21.02' N, 119°–25.46' W. Entry into, transit through, or anchoring within this Safety Zone is prohibited unless authorized by the Captain of the Port Los Angeles/Long Beach.

DATES: This safety zone will be in effect from 7 a.m. PDT on April 14, 1998 until 7 p.m. PST on January 3, 1999. Comments must be received on or before June 29, 1998.

ADDRESSES: Comments should be mailed to Commanding Officer, Coast Guard Marine Safety Office, Los Angeles-Long Beach, 165 N. Pico Avenue, Long Beach, CA 90802. Comments received will be available for inspection and copying in the Port Safety Division of Coast Guard Marine Safety Office, Los Angeles-Long Beach. Normal office hours are 8 a.m. to 4 p.m., PDT, Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: Chief Petty Officer Clarence Rice, Marine Safety Detachment, Santa Barbara, California; (805) 962–7430.

SUPPLEMENTARY INFORMATION:**Regulatory Information**

In accordance with 5 U.S.C. 553, a notice of proposed rulemaking was not published for this regulation and it is being made effective in less than 30 days after **Federal Register** publication. Publishing an NPRM and delaying its effective date would be contrary to the public interest since the scope of activities requiring this safety zone, and other logistical details surrounding the event, were not finalized until a date fewer than 30 days prior to the project date.

Although this rule is being published as a temporary final rule without prior notice, an opportunity for public comment is nevertheless desirable to ensure the rule is both reasonable and workable. Accordingly, persons wishing to comment may do so by submitting written comments to the office listed in **ADDRESSES** in this preamble. Those providing comments should identify the docket number for the regulation (COTP Los Angeles-Long Beach, CA; 98–002) and also include their name, address, and reason(s) for each comment presented. Based upon the comments received, the regulation may be changed.

The Coast Guard plans no public meeting. Persons may request a public meeting by writing the Marine Safety Office, Los Angeles-Long Beach at the address listed in **ADDRESSES** in this preamble.

Background and Purpose

The Sealiff Pier decommissioning project requires a safety zone because explosive charges will be used to demolish 21 concrete structures that currently support the pier. These explosions pose a direct threat to the safety of surrounding vessels, persons, and property, and they create an imminent navigational hazard. This safety zone is necessary to prevent spectators, recreational and commercial

craft from collecting within 500 yards of the Sealiff Pier Complex during the decommissioning project, which is not scheduled to be completed until January 3, 1999. Persons and vessels are prohibited from entering into, transiting through, or anchoring within the safety zone unless authorized by the Captain of the Port, Los Angeles/Long Beach.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of the 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). Due to the short duration and limited scope of the safety zone, the Coast Guard expects the economic impact of this proposal to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider whether this rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include small businesses and not-for-profit organizations that are not dominant in their respective fields, and governmental jurisdictions with populations less than 50,000. For the same reasons set forth in the above Regulatory Evaluation, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule is not expected to have a significant economic impact on any substantial number of entities, regardless of their size.

Assistance for Small Entities

In accordance with 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), the Coast Guard wants to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking process. If your small business or organization is affected by this rule and you have questions concerning its provisions or options for compliance, please contact Chief Petty Officer Clarence Rice, Coast Guard Marine Safety Detachment, Santa Barbara, CA, at (805) 962–7430.