

northwest edge of V-199 and on the southeast by the southeast edge of V-25. That airspace extending upward from 8,500 feet MSL south of the Red Bluff VORTAC bounded on the northeast by a 39.1-mile arc of the Red Bluff VORTAC, on the southeast by the southeast edge of V-25, on the south and southwest by the north edge of V-200 and a 17.4-mile arc of the Mendocino VORTAC, and on the northwest by the northwest edge of V-199. That airspace extending upward from 9,500 feet MSL bounded on the southeast by the northwest edge of V-199 to lat. 39°21'37" N, long. 123°04'54" W; to lat. 39°32'00" N, long. 123°11'34" W; to lat. 39°32'00" N, long. 123°20'33" W, and on the west by the east edge of V-607, and on the north by a line 7.8 miles south of a parallel to the Red Bluff VORTAC 291° and Fortune VORTAC 110° radii to the 17.4-mile arc of the Red Bluff VORTAC, thence counterclockwise to the northwest edge of V-199, and that airspace bounded on the east by the western edge of V607 to lat. 39°46'40" N, long. 123°35'50" W, and on the west by the east edge of V-27 to the 24-mile radius of the Fortuna VORTAC, thence counterclockwise to the west edge of V-607. That airspace extending upward from 5,300 feet MSL bounded on the east by the southwest edge of V-27 and on the west by the west/southwest edge of V-494.

* * * * *

Issued in Los Angeles, California, on June 29, 1998.

Alton D. Scott,

Acting Manager, Air Traffic Division Western-Pacific Region.

[FR Doc. 98-18553 Filed 7-10-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD11-98-001]

Special Local Regulations; Parker International Waterski Marathon

AGENCY: Coast Guard, DOT.

ACTION: Final Rule.

SUMMARY: The Coast Guard is amending the table of events in 33 CFR 100.1102 by adding an entry for the Parker International Waterski Marathon. The Parker International Waterski Marathon is conducted on the navigable waters of the Colorado River, beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles south to La Paz County Park. It occurs

annually on the second full weekend of March every year, and lasts a total of 2 days. The special local regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

EFFECTIVE DATE: August 12, 1998.

FOR FURTHER INFORMATION CONTACT:

Petty Officer Greg Nelson, U.S. Coast Guard Marine Safety Office, 2716 North Harbor Drive, San Diego, California; telephone number (619) 683-6492.

SUPPLEMENTARY INFORMATION:

Regulatory History

On April 2, 1998, the Coast Guard published a notice of proposed rulemaking (NPRM) for this regulation in the **Federal Register** (63 FR 16179-16180). The comment period ended 18 May 98. The Coast Guard received no comments on the proposal. A public hearing was not requested and no hearing was held.

Background and Purpose

The Parker International Waterski Marathon consist of various waterski activities. The event takes place, annually, over a two day period commencing on the second full weekend of March. The special local regulations applicable to this event are necessary to provide for the safety of life, property, and navigation on the navigable waters of the United States during scheduled events.

Discussion of Rule

The course of the event is approximately 10 miles long and encompasses the entire water area of the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park. The course will be marked by buoys and sponsor vessels to alert non-participants. On the following days and times, the race zone will be in use by vessels competing in the event: annually, commencing on the second full weekend of March every year, and lasting a total of 2 days, from 8 a.m. until 5 p.m. (PST) each day. During these times the Colorado River from Bluewater Marina in Parker, AZ, south to La Paz County Park will be closed to all traffic with the exception of emergency vessels. No vessels other than participants, official patrol vessels, or emergency vessels will be allowed to enter into, transit through, or anchor within this zone unless specifically cleared by or through an official patrol vessel.

Pursuant to 33 CFR 100.1101(b)(3), Commander, Coast Guard Activities San

Diego, is designated Patrol Commander for this event; he or she has the authority to delegate this responsibility to any commissioned, warrant, or petty officer of the Coast Guard. Once the zone is established, authorization to remain within the zone is subject to termination by Patrol Commander at any time. The Patrol Commander may impose other restrictions within the zone if circumstances dictate. Restrictions will be tailored to impose the least impact on maritime interests yet provide the level of security deemed necessary to safely conduct the event.

Discussion of Comments

No comments were received.

Regulatory Evaluation

This regulation is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require assessment of potential cost 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 regulation to be so minimal that a full Regulatory Evaluation under paragraph 10(e) of the regulatory policies and procedures of the Department of Transportation 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 fields and (2) governmental jurisdictions with populations less than 50,000.

Because it expects the impact of this regulation to be so minimal, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a substantial impact on a significant number of small entities.

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 regulation under the principles and criteria 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 regulation and concluded that under Commandant Instruction M16475.1C, Figure 2-1, paragraph (34)(h), it will have no significant environmental impact and it is categorically excluded from further environmental documentation.

A Categorical Exclusion Determination and Environmental Analysis Checklist are included in the docket maintained at the address listed in ADDRESSES.

Unfunded Mandates

Under the Unfunded Mandates Reform Act of 1995 (Pub. L. 104-4), the Coast Guard must consider whether this rule will result in an annual expenditure by state, local, and tribal governments, in the aggregate of \$100 million (adjusted annually for inflation). If so, the Act requires that a reasonable number of regulatory alternatives be considered, and that from those alternatives, the least costly, most cost-effective, or least burdensome alternative that achieves the objective of the rule be selected.

No state, local or tribal government entities will be effected by this rule, so this rule will not result in annual or aggregate costs of \$100 million or more. Therefore, the Coast Guard is exempt from any further regulatory requirements under the Unfunded Mandates Act.

List of Subjects in 33 CFR Part 100

Regattas, Marine parades.

Regulation

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 100, section 100.1102, as follows:

PART 100—MARINE EVENTS

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

Authority: 33 U.S.C. 1233 through 1236; 49 CFR 1.36; 33 CFR 100.35.

2. Section 100.1102, Table 1, is amended by adding an entry for the Parker International Waterski Marathon immediately following the last entry, to read as follows:

§ 100.1102 Marine Events on the Colorado River, between Davis Dam (Bullhead City, Arizona) and Headgate Dam (Parker Arizona).

* * * * *

TABLE 1

* * * * *

Parker International Waterski Marathon

Sponsor: Parker International Waterski Association.

Dates: Annually, commencing on the second full weekend of March every year, and lasting a total of 2 days, from 8 a.m. (PST) until 5 p.m. (PST) each day.

Location: The entire water area of the Colorado River beginning at Bluewater Marina in Parker, AZ, and extending approximately 10 miles to La Paz County Park.

Dated: June 25, 1998.

R.D. Sirois,

*Acting Captain, U.S. Coast Guard,
Commander, Eleventh Coast Guard District.*
[FR Doc. 98-18558 Filed 7-10-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD01-96-008]

RIN 2115-AE46

Special Local Regulation; Winter Harbor Lobster Boat Race, Winter Harbor, ME

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing a permanent special local regulation for a boat race known as the Winter Harbor Lobster Boat Race. The event is held annually on the second Saturday in August between the hours of 8 a.m. and 2 p.m. This boat race takes place in the waters of Winter Harbor, Winter Harbor, ME. The actual date and time will be published in a Coast Guard Notice to Mariners. This regulation is needed to protect the boating public from the hazards associated with high-speed powerboat racing in confined waters.

EFFECTIVE DATE: This rule is effective on August 12, 1998.

FOR FURTHER INFORMATION CONTACT: Lieutenant Timothy J. Carton, Office of Search and Rescue, First Coast Guard District, (617) 223-8460.

SUPPLEMENTARY INFORMATION:

Regulatory History

A notice of proposed rulemaking (NPRM) was published on February 26, 1996, (61 FR 7089) proposing the establishment of a permanent special local regulation for the Winter Harbor Lobster Boat Race. The proposed rulemaking was published citing an

incorrect section number § 100.114, which is already in use. This final rule will correct the section number.

The NPRM restricted vessels from transiting a specified regulated area to ensure the safety of life and property in the immediate vicinity of the event. No comments were received and no hearing was requested.

Background and Purpose

The Winter Harbor Lobster Boat Race is a local, traditional event that has been held for more than thirty years in Winter Harbor, ME. In the past, the Coast Guard has promulgated individual regulations for each year's race. Given the recurring nature of the event, the Coast Guard desires to establish a permanent regulation for this event. This rule establishes a regulated area on Winter Harbor and provides specific guidance to control vessel movement during the race.

This event includes up to 50 power-driven lobster boats and draggers competing in heats on a marked course at speeds approaching 25 m.p.h. The event typically attracts approximately 75 spectator craft. The Coast Guard will assign a patrol craft to the event, and the racecourse will be marked. Due to the speed, large wakes, and proximity of the participating vessels, it is necessary to establish a special local regulation to control spectator and commercial vessel movement within this confined area. Spectator craft are authorized to watch the race from any area as long as they remain outside the designated regulated area.

In emergency situations, provisions may be made to establish safe escort by a Coast Guard or designated Coast Guard vessel for vessels requiring transit through the regulated area.

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. The Office of Management and Budget has exempted it from review under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 25, 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. This conclusion is based on the limited duration of the event, the extensive advisories that will be made to the affected maritime community and the minimal restrictions