

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 since immediate action is needed to minimize potential danger to the public. The permit was received approximately one month prior to the event taking place.

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)(f) of that order. The Office of Management and Budget has excepted 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 26, 1979). The Coast Guard expects the economic impact of this proposal to be so minimal that a full regulatory evaluation under paragraph 10e of the regulated policies and procedures of DOT is unnecessary. The regulated area encompasses Christiansted Harbor, Saint Croix, USVI, entry into which is prohibited for only 4.5 hours early in the morning on the day of the event.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) the Coast Guard must consider whether this rulemaking 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.

Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities, as the regulations will only be in effect for approximately 4 hours early in the day in an area with limited commercial traffic.

Collection of Information

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

Federalism

This action has been analyzed in accordance with the principles and criteria contained in Executive Order 12612, and it has been determined that this rulemaking does not have sufficient

federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The Coast Guard considered the environmental impact of this action consistent with Figure 2-1, paragraph 34(g) Commandant Instruction M16475.1C, and has determined that this action is categorically excluded from any future environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

In consideration of the foregoing, the Coast Guard amends part 100 of Title 33, Code of Federal Regulations as follows:

PART 52—[AMENDED]

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

Authority: 33 U.S.C. 1233, 49 CFR 1.46, and 33 CFR 100.35.

2. A temporary § 100.35T-07-016 is added as follows:

§ 100.35T-07-016 St. Croix International Triathlon; Christiansted, St. Croix, USVI.

(a) Definitions:

(1) **Regulated Area:** A regulated area is established for the waters North of Saint Croix, USVI in Christiansted Harbor, Kings Wharf beginning at 17-44°51'N, 064-42°20'W, then North East to 17-45°08'N 064-42°02'W, then South West to 17-44°52'N 064-42°02'W and back to origin. All coordinates referenced use Datum: NAD 1983.

(2) **Coast Guard Patrol Commander:** The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by Commanding Officer, Greater Antilles Section, San Juan, Puerto Rico.

(b) Special Local Regulations:

(1) Entry into the regulated area by other than event participants is prohibited, unless otherwise authorized by the Patrol Commander. Spectator craft are required to remain in a spectator area to be established by the event sponsor Project Saint Croix Association. After termination of the race all vessels may resume normal operation. At the discretion of the Patrol Commander, between scheduled racing events, traffic may be permitted to resume normal operations.

(2) Temporary buoys will be used to delineate the course.

(c) **Dates:** These regulations become effective at 4:30 a.m. and terminated at 9 a.m. AST on May 2, 1999.

Dated: March 29, 1999.

N.T. Saunders,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD07-99-017]

RIN 2115-AE46

Special Local Regulations; Air & Sea Show, Fort Lauderdale, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing temporary special local regulations for the City of Fort Lauderdale Air & Sea Show. This event will be held from April 30th, through May 2nd, 1999, and will involve approximately 150 participating aircraft and vessels, and 3,000 spectator craft. The resulting congestion will create an extra or unusual hazard in the navigable waters. These regulations are necessary to provide for the safety of life on navigable waters during the event.

DATES: These regulations are effective from 9 a.m. to 3 p.m. EDT on Friday, April 30, 1999, and from 9 a.m. to 5 p.m. EDT on Saturday and Sunday May 1st and 2nd 1999.

FOR FURTHER INFORMATION CONTACT: LTJG J. Delgado Coast Guard Group Miami, Florida at (305) 535-4409.

SUPPLEMENTARY INFORMATION:

Background and Purpose

The City of Fort Lauderdale Annual Air & Sea Show is a three day event with approximately 130 aircraft and 18 ski boats, jet skis and offshore racing power boats. In addition, various military aircraft, including high performance aircraft, will be operating at high speeds and low altitudes in the area directly above the regulated area. The event will take place in the Atlantic Ocean from Fort Lauderdale beach to one nautical mile offshore, between Oakland Park Boulevard and the 17th Street Causeway. These regulations will prohibit non-participating vessels from entering the regulated area, and directs participants to obey instructions from the patrol commander.

Although a permanent regulation has been published for this event (33 CFR 100.731), a change in the dates of 1999 caused the time period to be outside the dates inclusive in the permanent regulation. Therefore, 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 publication in the **Federal Register**. Publishing a NPRM and delaying its effective date would be contrary to national safety interests since prompt action is needed to minimize potential danger to the public. The permit with the changed date was received less than six weeks prior to the event taking place, and the public may be confused as to whether the permanent regulation covers this time period.

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 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 10(e) of the regulatory policies and procedures of DOT is unnecessary. Entry into the regulated area offshore is prohibited for only 6 hours on Friday, and 8 hours on Saturday and Sunday.

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" 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.

Therefore, the Coast Guard certifies under 5 U.S.C. 605(b) that this rule would not have a significant economic impact on a substantial number of small entities as the regulations would only be in effect for approximately eight hours each day for three days in an area with limited commercial traffic.

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 action 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 and has determined pursuant to Figure 2-1, paragraph 34(g) of Commandant Instruction M16475.1C, that this action is categorically excluded from further environmental documentation.

List of Subjects in 33 CFR Part 100

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

Temporary Regulations

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

PART 100—[AMENDED]

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

Authority: 33 U.S.C. 1233, 49 CFR 1.46 and 33 CFR 100.35.

2. A new section 100.35T-07-017 is added to read as follows:

§ 100.35T-07-017 Special Local Regulations; Air & Sea Show, Ft. Lauderdale, FL.

(a) Definitions:

(1) *Regulated area.* The following is a regulated area: All waters of the Atlantic Ocean west of a line drawn from 26-10.32N, 080-05.9W to 26-06.36N, 080-05.58W. All coordinates referenced use Datum: NAD 83.

(2) *Patrol Commander.* The Coast Guard Patrol Commander is a commissioned, warrant, or petty officer of the Coast Guard who has been designated by Commander, Coast Guard Group Miami, Florida.

(b) Special Local Regulations.

(1) All vessels, with the exception of event participants, are prohibited from entering the regulated area without the specific permission of the patrol commander.

(2) All vessels shall immediately follow any specific instructions given by event patrol craft and exercise extreme caution while operating in or near the regulated area. A succession of not fewer than five short whistle or horn

blasts from a patrol vessel will be the signal for any non-participating vessel to stop immediately. The display of an orange distress smoke signal from a patrol vessel will be the signal for any and all vessels to stop immediately.

(3) After the termination of the Air and Sea Show event for each respective day, all vessels may resume normal operations.

(c) *Dates.* These regulations are effective from 9 a.m. to 3 p.m. EDT on Friday, April 30, 1999, and from 9 a.m. to 5 p.m. EDT on Saturday and Sunday May 1st and 2nd 1999.

Dated: March 29, 1999.

N.T. Saunders,

Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.

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POSTAL SERVICE

39 CFR Part 111

Domestic Mail Manual Changes To Implement New Labeling List L001 and To Implement Package Reallocation for Periodicals and Standard Mail (A) Flats Placed on Pallets

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: This final rule amends the Domestic Mail Manual (DMM) to implement new labeling list L001, 5-Digit Scheme—Periodical Flats and Irregular Parcels and Standard (A) Flats, and to offer mailers an option to use package reallocation to protect the sectional center facility (SCF) pallet level for Periodicals flats and irregular parcels and Standard Mail (A) flats.

EFFECTIVE DATE: July 29, 1999.

FOR FURTHER INFORMATION CONTACT: Cheryl Beller, (202) 268-5166 or Barry Elliott, (202) 268-2731.

SUPPLEMENTARY INFORMATION: On October 29, 1998, the Postal Service published for public comment in the **Federal Register** a proposed rule (63 FR 57970-57996) regarding the implementation of labeling list L001 and package reallocation. The Postal Service also invited comments on the proposed rule from interested parties and accepted comments through December 28, 1998. This final rule contains the DMM standards adopted by the Postal Service after review of the comments that were submitted.

Evaluation of Comments Received

The Postal Service received 11 pieces of correspondence offering comments