

republished in Handbook 7400.6 dated January 3, 1984.

ICAO Consideration

As part of this amendment relates to navigable airspace outside the United States, this action is submitted in consonance with the International Civil Aviation Organization (ICAO) International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 of, and Annex 11 to, the Convention on International Civil Aviation, which pertains to the establishment of air navigational facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Their purpose is to ensure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state designated by ICAO wherein air traffic services are provided, and also over high seas or in airspace of undetermined sovereignty when a contracting state accepts the responsibility of providing air traffic services in that airspace. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator is consulting with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Under the circumstances presented, the FAA concludes that there is an immediate need for a regulation to revoke certain and establish new Compulsory Reporting Points in the airspace associated with altered airspace created by the relocation of the Honolulu, HI, VORTAC. Therefore, I

find that notice or public procedure under 5 U.S.C. 553(b) is contrary to the public interest and that good cause exists for making this amendment effective on the next charting date.

List of Subjects in 14 CFR Part 71

Compulsory reporting points.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, § 71.215 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) is amended, effective 0901 G.m.t., August 30, 1984, as follows:

§ 71.215 [Amended]

Choko: [New]

INT Honolulu, HI, 252° radial and long. 160° 53' 09" W.

Kaths: [New]

INT South Kauai, HI, 245° radial and long. 161° 23' 22.6" W.

Nonni: [New]

INT South Kauai, HI, 145° and Honolulu, HI, 269° radials.

Shark [Amended]

By deleting "355°" and substituting "345°"

Silva: [New]

INT South Kauai, HI, 271° radial and long. 162° 45' 28.6" W.

Canon: [New]

INT South Kauai, HI, 288° radial and long. 162° 37' 11" W.

Broms [Revoked]

Doggy [Revoked]

Makai [Revoked]

Palms [Revoked]

Poten [Revoked]

Sills [Revoked]

Vanda [Revoked]

(Secs. 307(a), 313(a), and 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1354(a), and 1510); Executive Order 10854 (24 FR 9565); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves and established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on June 29, 1984.

Harold W. Becker,

Manager, Airspace—Rules and Aeronautical Information Division.

[FR Doc. 84-17876 Filed 7-5-84; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 24134; Amdt. No. 1272]

Air Traffic and General Operating Rules; Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, D.C. 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Field Office which originated the SIAP.

For Purchase—

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-430), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, D.C. 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

FOR FURTHER INFORMATION CONTACT:

Donald K. Funai, Flight Procedures Standards Branch (AFO-230), Air Transportation Division, Office of Flight Operations, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591; telephone (202) 426-8277.

SUPPLEMENTARY INFORMATION: This amendment to Part 97 of the Federal Aviation Regulations (14 CFR Part 97) prescribes new, amended, suspended, or revoked Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR Part 51, and § 97.20 of the Federal Aviation Regulations (FARs). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4 and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form document is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to Part 97 is effective on the date of publication and contains separate SIAPs which have compliance dates stated as effective dates based on related changes in the National Airspace System or the application of new or revised criteria. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30

days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these SIAPs, the TERPs criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs is unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

List of Subjects in 14 CFR Part 97

Approaches, Standard instrument.

Adoption of the Amendment**PART 97—[AMENDED]**

Accordingly, pursuant to the authority delegated to me, Part 97 of the Federal Aviation Regulations (14 CFR Part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 G.m.t. on the dates specified, as follows:

1. By Amending § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN SIAPs identified as follows:

• • • Effective August 30, 1984

Greencastle, IN—Putnam County, VOR/DME-A, Amdt. 4
Indianapolis, IN—Eagle Creek Airpark, VOR-A, Amdt. 5
Indianapolis, IN—Indianapolis Intl, VOR RWY 13, Amdt. 22
Indianapolis, IN—Indianapolis Terry, VOR RWY 36, Amdt. 6
Shelbyville, IN—Shelbyville Muni, VOR RWY 18, Amdt. 8
Sheridan, IN—Sheridan, VOR/DME-A, Amdt. 3
Jackson, MI—Jackson County-Reynolds Field, VOR RWY 6, Amdt. 14
Jackson, MI—Jackson County-Reynolds Field, VOR RWY 14, Amdt. 13
Jackson, MI—Jackson County-Reynolds Field, VOR RWY 24, Amdt. 16
Jackson, MI—Jackson County-Reynolds Field, VOR RWY 32, Amdt. 12
Lansing, MI—Capital City, VOR RWY 6, Amdt. 20
Marshall, MI—Brooks Field, VOR RWY 28, Amdt. 9

• • • Effective August 16, 1984

Berlin, NJ—Camden-Burlington County, VOR-A, Amdt. 1, Cancelled
Manahawkin, NJ—Manahawkin, VOR-A Amdt. 1
Princeton (Rocky Hill), NJ—Princeton, VOR-A, Amdt. 6

Point Pleasant, WV—Mason County, VOR/DME-A, Amdt. 2

2. By amending § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, and SDF/DME SIAPs identified as follows:

• • • Effective August 30, 1984

Indianapolis, IN—Eagle Creek Airpark LOC RWY 21, Amdt. 2
Elko, NV—Elko Muni-J.C. Harris Field, LDA/DME RWY 23, Amdt. 2

• • • Effective August 16, 1984

Albany, GA—Albany-Dougherty County, LOC BC RWY 22, Amdt. 5
Rocky Mount, NC—Rocky Mount-Wilson, LOC BC RWY 22, Amdt. 2
Summersville, WV—Summersville, SDF RWY 4, Amdt. 1

• • • Effective August 2, 1984

Schenectady, NY—Schenectady County, LOC RWY 4, Amdt. 2, Cancelled

3. By amending § 97.27 NDB and NDB/DME SIAPs identified as follows:

• • • Effective August 30, 1984

Crawfordsville, IN—Crawfordsville Muni, NDB RWY 4, Amdt. 4
Indianapolis, IN—Eagle Creek Airpark, NDB RWY 21, Amdt. 2
Indianapolis, IN—Indianapolis Intl, NDB RWY 4L, Amdt. 17
Indianapolis, IN—Indianapolis Intl, NDB RWY 31, Amdt. 10
Indianapolis, IN—Indianapolis Terry, NDB RWY 36, Amdt. 2
Jackson, MI—Jackson County-Reynolds Field, NDB RWY 24, Amdt. 9
Valley City, ND—Barnes County Muni, NDB RWY 31, Orig.

• • • Effective August 16, 1984

Baton Rouge, LA—Baton Rouge Metropolitan/Ryan Field, NDB RWY 13, Amdt. 22
Caldwell, NJ—Essex County, NDB-A, Amdt. 3
Caldwell, NJ—Essex County, NDB RWY 22, Amdt. 4
Rocky Mount, NC—Rocky Mount-Wilson, NDB RWY 4, Amdt. 5
Guyton, OK—Guyton Muni, NDB RWY 18, Amdt. 4
Summersville, WV—Summersville, NDB RWY 4, Amdt. 1

4. By amending § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME and MLS/RNAV SIAPs identified as follows:

• • • Effective August 30, 1984

Indianapolis, IN—Indianapolis Intl, ILS RWY 4L, Amdt. 20
Indianapolis, IN—Indianapolis Intl, ILS RWY 13, Amdt. 1
Indianapolis, IN—Indianapolis Intl, ILS RWY 22R, Amdt. 5
Indianapolis, IN—Indianapolis Intl, ILS RWY 31, Amdt. 13
Indianapolis, IN—Indianapolis Terry, ILS RWY 36, Amdt. 1
Jackson, MI—Jackson County-Reynolds Field, ILS RWY 24, Amdt. 9

*** Effective August 16, 1984

Denver, CO—Stapleton Intl, ILS RWY 35R, Amdt. 7
Baton Rouge, LA—Baton Rouge Metropolitan/Ryan Field, ILS RWY 13, Amdt. 23
Rocky Mount, NC—Rocky Mount-Wilson, ILS RWY 4, Amdt. 10

*** Effective August 2, 1984

Schenectady, NY—Schenectady County, ILS RWY 4, Orig.

5. By amending § 97.31 RADAR SIAPs identified as follows:

*** Effective August 30, 1984

Indianapolis, IN—Indianapolis Intl, RADAR-1, Amdt. 26

*** Effective August 16, 1984

Charlotte, NC—Charlotte/Douglas Intl, RADAR-1, Amdt. 17

6. By amending § 97.33 RNAV SIAPs identified as follows:

*** Effective August 30, 1984

Indianapolis, IN—Indianapolis Terry, RNAV RWY 18, Amdt. 4

*** Effective August 16, 1984

Monroe, MI—Custer, RNAV RWY 20, Orig.
Princeton (Rocky Hill), NJ—Princeton, RNAV RWY 10, Amdt. 2

*** Effective August 2, 1984

Tucson, AZ—Tucson Intl, RNAV RWY 11L, Amdt. 1, Cancelled
New Orleans, LA—New Orleans Intl (Moisant Field), RNAV RWY 1, Amdt. 6, Cancelled

(Secs. 307, 313(a), 601, and 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354(a), 1421, and 1510); 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.49(b)(3))

Note.—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 "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Note.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

Issued in Washington, D.C. on June 29, 1984.

Kenneth S. Hunt,

Director of Flight Operations.

[FR Doc. 84-17879 Filed 7-5-84; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 74

[Docket Nos. 79N-0366 and 83C-0128]

D&C Yellow No. 10; Confirmation of Effective Date

AGENCY: Food and Drug Administration.

ACTION: Final rule; confirmation of effective date.

SUMMARY: The Food and Drug Administration (FDA) is confirming the effective date of April 9, 1984, for the amended portion of the regulations that permanently list D&C Yellow No. 10 as a color additive for general use in drugs and cosmetics excluding use in the area of the eye.

DATE: Effective date confirmed: April 9, 1984.

FOR FURTHER INFORMATION CONTACT:

James H. Maryanski, Center for Food Safety and Applied Nutrition (HFF-334), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-472-5740.

SUPPLEMENTARY INFORMATION: FDA published a final rule on August 30, 1983 (48 FR 39217), amending the color additive regulations by permanently listing D&C Yellow No. 10. The final rule added § 74.1710 (21 CFR 74.1710), which lists D&C Yellow No. 10 for use in coloring drugs, and § 74.2710 (21 CFR 74.2710), which lists D&C Yellow No. 10 for use in coloring cosmetics, excluding use in the area of the eye. The final rule also amended §§ 81.1(b), 81.25 (a)(1), (b)(1)(i), and (c)(1), and 81.27(d) (21 CFR 81.1(b), 81.25 (a)(1), (b)(1)(i), and (c)(1), and 81.27(d)) by removing the entries for D&C Yellow No. 10 from these regulations. Finally, the final rule revised § 82.1710 (21 CFR 82.1710) to state that D&C Yellow No. 10 shall conform in identity and specifications to the requirements of § 74.1710 (a)(1) and (b).

The final rule which permanently listed D&C Yellow No. 10 was stayed by the filing of objections. Because FDA's review and evaluation of the objections required more time than the agency anticipated, FDA extended the closing date for the provisional listing of D&C Yellow No. 10 until March 5, 1984, in a final rule published in the Federal Register of January 3, 1984 (49 FR 61). FDA published its response to the objections in a final rule on March 7, 1984 (49 FR 8429), which terminated the stay, confirmed the September 30, 1983 effective date of the final rules, and

further amended the uses and restrictions portion of the August 30, 1983 final rules in §§ 74.1710(c) and 74.2710(b) (21 CFR 74.1710(c) and 74.2710(b)) to provide for use of the color additive in drugs and cosmetics generally, excluding use in the area of the eye, in amounts consistent with current good manufacturing practice.

FDA gave interested persons until April 6, 1984, to file objections or requests for hearing on the amended portion (on uses and restrictions) of the March 7, 1984 final rule. The agency received no objections or requests for a hearing. Therefore, FDA concludes that it should confirm the April 9, 1984 effective date of the amended portion (on uses and restrictions) of the agency's March 7, 1984 final rule on D&C Yellow No. 10.

List of Subjects in 21 CFR Part 74

Color additives, Color additives subject to certification, Cosmetics, Drugs.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 701, 706 (b), (c), and (d), 52 Stat. 1055-1056 as amended, 74 Stat. 399-403 as amended (21 U.S.C. 371, 376 (b), (c), and (d))) and the Transitional Provisions of the Color Additive Amendments of 1960 (Title II, Pub. L. 86-618, sec. 203, 74 Stat. 404-407 (21 U.S.C. 376 note)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.10), notice is given that no objections or requests for a hearing were filed in response to the March 7, 1984 final rule. Accordingly, the amendments promulgated thereby became effective on April 9, 1984.

Dated: June 29, 1984.

William F. Randolph,

Acting Associate Commissioner for Regulatory Affairs.

[FR Doc. 84-17868 Filed 7-5-84; 8:45 am]

BILLING CODE 4160-01-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CCGD12 84-03]

Special Local Regulations; Sacramento Water Festival

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: Special local regulations are being adopted for the annual Sacramento Water Festival on the Sacramento River. The purpose is to

control vessel traffic in designated areas and within the vicinity of the Water Festival. The regulations are needed to provide for the safety of life on navigable waters during the event.

EFFECTIVE DATE: These regulations become effective on July 7, 1984 and thereafter annually on the first Saturday and the following Sunday in July.

FOR FURTHER INFORMATION CONTACT:

Lt. Bob Olsen, c/o Commander (bt), Twelfth Coast Guard District, Government Island, Alameda, California 94501, (415) 437-3309.

SUPPLEMENTARY INFORMATION: On June 4, 1984, the Coast Guard published a notice of proposed rule making in the Federal Register for these regulations (49 FR 23077). Interested persons were requested to submit comments and no comments were received.

Annual notice of these regulations will be published in the LOCAL NOTICE TO MARINERS. This final rule is made effective in less than 30 days after publication in order to provide for the 1984 Sacramento Water Festival which begins on July 7, 1984.

Drafting Information

The drafters of these regulations are Lt. Bob Olsen, Chief Boating Technical Branch, Twelfth Coast Guard District and Lt. Charles Amen, Project Attorney, Twelfth Coast Guard District Legal Office.

Economic Assessment and Certification

These regulations are considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under Department of Transportation regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact has been found to be so minimal that a full regulatory evaluation is unnecessary. Because the marine event closes navigation on a short segment of the Sacramento River for only a total of five two-hour periods during the two day event and provides for the passage of commercial and recreational vessels, it is expected that there will be no significant impact on recreational vessels, commercial vessels, or other marine interests.

Since the impact of these regulations is expected to be minimal the Coast Guard certifies that they will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water).

PART 100—[AMENDED]

Final Regulations

In consideration of the foregoing, Part 100 of Title 33, Code of Federal Regulations, is amended by adding § 100.1202 to read as follows:

§ 100.1202 Sacramento River—Sacramento Water Festival.

The Sacramento Water Festival Association, Sacramento, California sponsors the Sacramento Water Festival annually on the first Saturday and the following Sunday of July. This event will consist of high speed powerboat races over a closed course with 18 foot Formula I powerboats competing, plus raft races, kayak races, jet ski races, water ski exhibitions, fire works display and other activities.

(a) *Effective Dates.* This section is effective from 0900 to 1700 PDT, 7 and 8 July 1984 and thereafter annually on the first Saturday and the following Sunday in July as published in the LOCAL NOTICE TO MARINERS.

(b) *Applicable Areas.* The following areas are designated, "Regulated Areas" during the Sacramento Water Festival:

(1) *Special Events Area.* That portion of the Sacramento River east of the Sacramento County/Yolo County line from 200 yards north of the Capitol Avenue Tower Bridge south to 200 yards south of the Pioneer Memorial Bridge, a distance of approximately 1.00 statute mile, will be closed to all navigation from 0900 to 1700 daily.

(2) *Formula I Power Boat Race Course Area.* That portion of the Sacramento River from 200 yards north of the Capitol Avenue Tower Bridge south to 200 yards south of the Pioneer Memorial Bridge, a distance of approximately 1.00 statute mile, will be closed to navigation during the Formula I power trials and races as follows:

On Saturday:

9:30 AM to 11:30 AM PDT
12:00 noon to 2:00 PM PDT
2:30 PM to 4:30 PM PDT

On Sunday:

12:00 noon to 2:00 PM PDT
2:30 PM to 4:30 PM PDT

(c) *Regulations.* (1) All vessels not officially involved with the Sacramento Water Festival will remain outside of the regulated areas during periods of closure.

(2) No vessel shall anchor or drift in the area restricted to navigation.

(3) All vessels not officially involved with the Sacramento Water Festival shall proceed directly through the Formula I Power Boat Race Course Area when it is open to navigation in a safe,

and prudent manner, staying to the West of the line of buoys marking the Special Events Area.

(4) All vessels in the vicinity of the regulated areas shall comply with the instructions of the U.S. Coast Guard or local enforcement patrol personnel.

(33 U.S.C. 1233; 49 U.S.C. 1655(b); 49 CFR 1.46(b); and 33 CFR 100.35)

Dated: June 21, 1984.

C. E. Larkin,

Vice Admiral, U.S. Coast Guard, Commander, Twelfth Coast Guard District.

[FR Doc. 84-17921 Filed 7-5-84; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 100

[CGD13 84-10]

Special Local Regulations; 1984 Clarkston, Washington Limited Hydroplane Races

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: Special local regulations are being adopted for a part of the Snake River at Clarkston, WA from the area west of the confluence of the Snake and Clearwater Rivers, to the area east of the Red Wolf Crossing Bridge. The special regulations will be in effect daily on 6 and 7 July 1984 during the hours 0800-1800 Pacific Daylight Time (PDT), and on 8 July 1984 from 0800 until one hour after the conclusion of the last race. This action is required to promote the safe conduct of the Clarkston, WA Limited Hydroplane Races, an approved marine event, scheduled for this time period. It is intended to restrict general navigation in the area for the safety of spectators and participants in this event.

EFFECTIVE DATES: These regulations become effective on 6 and 7 July 1984 during the hours of 0800-1800 and on 8 July 1984 from 0800 until one hour after the conclusion of the last race.

FOR FURTHER INFORMATION CONTACT:

LCDR M. P. TROSETH, Chief, Group Operations Department, U.S. Coast Guard Marine Safety Office, 6767 N. Basin Avenue, Portland, OR 97217, (503) 240-9317.

SUPPLEMENTARY INFORMATION: A notice of proposed rulemaking has not been published for these regulations and they are being made effective in less than 30 days from the date of publication. Following normal rulemaking procedures would have been impractical. Although the application to hold the event was received in time to process the application for a permit, there was not sufficient time to publish