description of Federal Airway V–194 by extending that airway from Hobby, TX, to Scurry, TX. Currently, pilots proceeding from the Houston, TX, area to the Dallas/Fort Worth, TX, area via Scurry must receive a detailed air traffic control clearance. This airway becomes the preferential route between these terminals. Pilots operating through this area will receive a brief routing identifier which will indicate the preferential route to be followed. This action reduces controller workload.

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. 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.

List of Subjects in 14 CFR Part 71

Aviation safety, VOR federal airways.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

§ 71.123 [Amended]

2. Section 71.123 is amended as follows:

V–194 [Amended]

By removing the words "From Hobby, TX, via" and substituting the words "From Scurry TX; College Station, TX; INT College Station 151° and Hobby, TX, 290° radials Hobby;"

Issued in Washington, DC, on August 17, 1990.

Harold W. Becker

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 90–20195 Filed 8–27–90; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 701

[Secretary of the Navy Instruction 5211.5]

Availability of Department of the Navy Records and Publication of the Navy Documents Affecting the Public

AGENCY: Department of the Navy, DOD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is deleting two exemption rules and amending one to reflect administrative changes in accordance with the Privacy Act of 1974, as amended, (5 U.S.C. 552a).

EFFECTIVE DATE: August 28, 1990.

FOR FURTHER INFORMATION CONTACT: Mrs. Gwen Aitken, Head, PA/FOIA Branch, Office of the Chief of Naval Operations (OP–09B30), Department of the Navy, The Pentagon, Room 5E521, Washington, DC 20350–2000. Telephone (202) 697–1459.

SUPPLEMENTARY INFORMATION: The Department of the Navy deleted two exempt record systems (one on June 15, 1987, at 52 FR 22671 and the other on August 9, 1989 at 54 FR 32683) and is deleting the exemption rules for these record systems from its exemption rules found at 32 CFR part 701. At the same time, the Department of the Navy is also amending a subsection to reflect an administrative title change.

List of Subjects in 32 CFR part 701

Privacy.

For the reasons set forth in the preamble, 32 CFR part 701 is amended as follows:

PART 701—[AMENDED]

Subpart G—Privacy Act Exemptions

1. The authority citation for 32 CFR part 701, subpart G continues to read as follows:

Authority: Pub. L. 93–579, 88 Stat. 1896 (5 U.S.C. 552a).

2. Section 701.119 is amended by removing and reserving paragraph (a) and by revising the heading of paragraph (m) as follows:

§ 701.119 Exemptions for specific Navy record systems.

(a) [Reserved]

* * * * *

(m) *Bureau of Medicine and Surgery*—

* * * * *

Dated: August 22, 1990.

L. M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 90–20109 Filed 8–27–90; 8:45 am]

BILLING CODE 3810–01–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD 05–90–60]

Special Local Regulations for Marine Events; Chesapeake Challenge; Chesapeake Bay, Sandy Point, MD

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: Special local regulations are being adopted for the Chesapeake Challenge Powerboat Race to be held in Chesapeake Bay, Sandy Point, Maryland, on September 13, 1990, and on September 15, 1990. These regulations will govern vessel activity during the races. The regulations are necessary due to the potential danger to waterway users, the confined nature of the waterway, and expected spectator craft congestion during the event.

EFFECTIVE DATES: The regulations are effective for the following periods:

9 a.m. to 6 p.m., September 13, 1990.

9 a.m. to 6 p.m., September 15, 1990.

If inclement weather causes the postponement of the event, the regulations are effective for the following periods:

9 a.m. to 6 p.m., September 14, 1990.

9 a.m. to 6 p.m., September 16, 1990.

FOR FURTHER INFORMATION CONTACT: Mr. Stephen L. Phillips, Chief, Boating Affairs Branch, Boating Safety Division, Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23704–5004, (804) 398–6204.

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 in less than 30 days from the date of publication. Adherence to normal rulemaking procedures would not have been possible. Specifically, the sponsor's application to hold the event was not received until August 9, 1990, leaving insufficient time to publish a notice of proposed rulemaking in advance of the event.

Drafting Information

The drafters of this notice are QM1 Kevin R. Connors, project officer.

Boating Affairs Branch, Fifth Coast Guard District, and Captain Michael K. Cain, project attorney, Fifth Coast Guard District Legal Staff.

Discussion of Regulations

The Chesapeake Challenge Powerboat Association is the sponsor of this event. The event will consist of approximately 50 powerboats, ranging from 20 to 45 feet in length, racing on a designated course within the regulated area. The competition will continue for 5 hours. Races will start off Sandy Point State Park, run north to Baltimore Light (LLNR 7365), thence easterly to Upper Chesapeake Bay Lighted Buoy 3 (7665), thence southerly to Chesapeake Bay Channel Lighted Gong Buoy WR 81 (LLNR 7320), thence to the point of beginning.

The regulated area will encompass the race course and a 500-yard buffer zone around it. This area will be closed to waterborne traffic while each race is being started and when the race boats cross Craighill Channel in the vicinity of Baltimore Light. Since the race boats will clear the starting area and cross Craighill Channel very quickly, commercial traffic should not be disrupted severely.

Economic Assessment and Certification

These regulations are not considered either major under Executive Order 12291 on Federal Regulation or significant under Department of Transportation Regulatory policies and procedures (44 FR 11034; February 26, 1979). The economic impact of this proposal is expected to be so minimal that a full regulatory evaluation is unnecessary. Since the impact of this proposal is expected to be minimal, the Coast Guard certifies that, if adopted, it will not have a significant economic impact on a substantial number of small entities.

Federalism Assessment

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 raise sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Impact

This rulemaking has been thoroughly reviewed by the Coast Guard and it has been determined to be categorically excluded from further environmental documentation in accordance with section 2.B.2.c of Commandant Instruction M16475.1B. A Categorical Exclusion Determination statement has been prepared and has been placed in the rulemaking docket.

List of Subjects in 33 CFR Part 100

Marine safety, Navigation (water).

Final Regulations

In consideration of the foregoing, part 100 of title 33, Code of Federal Regulations is amended as follows:

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 § 100.35–0560 is added to read as follows:

§ 100.35–0560 Chesapeake Bay, Sandy Point, Maryland.

(a) *Definitions*—(1) *Regulated area.* The waters of the Chesapeake Bay bounded by a line connecting the following points:

Latitude	*Longitude*
39°03'40.0" N	76°28'23.5" W.
39°05'54.0" N	76°17'46.0" W.
38°59'42.0" N	76°22'41.0" W.
38°59'42.0" N	76°23'42.0" W.

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

(b) *Special local regulations.* (1) Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the regulated area.

(2) The operator of any vessel in the immediate vicinity of this area shall:

(i) Stop the vessel immediately upon being directed to do so by any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign.

(ii) Proceed as directed by any commissioned, warrant, or petty officer on board a vessel displaying a Coast Guard ensign.

(3) Any spectator vessel may anchor outside of the regulated area specified in paragraph (a)(1) of these regulations but may not block a navigable channel.

(c) *Effective period.* The regulations are effective for the following periods:

9 a.m. to 6 p.m., September 13, 1990.
9 a.m. to 6 p.m., September 15, 1990.

If inclement weather causes the postponement of the event, the regulations are effective for the following periods:

9 a.m. to 6 p.m., September 14, 1990.
9 a.m. to 6 p.m., September 16, 1990.

Dated: August 21, 1990.

H. B. Gehring,

Captain, U.S. Coast Guard, Commander, Fifth Coast Guard District, Acting.

[FR Doc. 90–20166 Filed 8–27–90; 8:45 am]
BILLING CODE 4910–14–M

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33 CFR Part 117

[CGD7–90–78]

Drawbridge Operation Regulations; St. Johns River, FL

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

SUMMARY: At the request of the State of Florida, the Coast Guard is temporarily changing the regulations governing the operation of three bridges across the St. Johns River at Jacksonville, Florida, the Main Street (US17) Bridge, mile 24.7, the Acosta (SR13) Bridge, mile 24.9 and the Fuller Warren (I10–I95) Bridge, mile 25.4, in order to improve the flow of peak morning commuter traffic. This action accommodates the needs of vehicular traffic and still provides for the reasonable needs of navigation.

EFFECTIVE DATES: These temporary regulations became effective on July 21, 1990 and will terminate on September 21, 1990.

ADDRESSES: Comments regarding this temporary change should be mailed to Commander (oan), Seventh Coast Guard District, Brickell Plaza Federal Building, 909 SE 1st Avenue, Miami, Florida 33131–3050. Any comments received will be available for inspection and copying in the office of the Bridge Administrator located in room 484, Brickell Plaza Federal Building, 909 SE 1st Avenue, Miami, Florida. Documents and comments concerning this regulation may be inspected Monday through Friday between the hours of 7:30 a.m. and 4 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. Gary D. Pruitt (305) 536–4103.

SUPPLEMENTARY INFORMATION: Interested parties submitting written views, comments, data, or arguments should include their names and addresses, identify the bridge, and give reasons for concurrence with or any recommended change to the temporary regulation.

Drafting Information

The drafters of this notice are Mr. Gary Pruitt, Bridge Administration Specialist, project officer, and

Lieutenant Commander D.G. Dickman, project attorney.

Discussion of Temporary Regulations

This temporary regulation changes only the morning regulated period on weekdays. The bridge presently opens on signal except that the bridge need not open from 7:30 a.m. to 8:30 a.m. Monday through Friday except federal holidays. The Coast Guard has determined that a shift of the existing morning regulated period one-half hour earlier at all three bridges will accommodate the change in morning automobile traffic. The problem with the change in peak traffic has been accentuated by revised travel patterns caused by the detour route in place due to the construction of the new Acosta Bridge. All other aspects of the existing regulations remain in full force and effect. Because this is a temporary regulation, it will not appear in the Code of Federal Regulations.

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 temporary rulemaking does not have sufficient federalism implications to warrant the preparation of Federalism Assessment.

Economic Assessment and Certification

This temporary regulation is considered to be non-major under Executive Order 12291 on Federal Regulation and nonsignificant under the Department of Transportation regulatory policies and procedures (44 FR 11034: February 26, 1979). The economic impact of this temporary rule is expected to be so minimal that a full regulatory evaluation is unnecessary. We conclude this because the temporary rule will not change the total amount of time these bridges are allowed to be maintained in the closed position. Since the economic impact of the proposal is expected to be minimal, the Coast Guard certifies that it does not have a significant impact on a substantial number of small entities.

List of Subjects in 33 CFR Part 117

Bridges.

Temporary Regulations

In consideration of the foregoing, the Coast Guard has amended part 117 of title 33 Code of Federal Regulations as follows:

PART 117—[AMENDED]

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05–1(g).

2. Section 117.325 is amended for the period between July 21 and September 21, 1990 by suspending paragraph (a) of § 117.325 and adding a new paragraph (c) to read as follows:

§ 117.325 St. Johns River.

* * * * *

(c) The draws of the Main Street (US17) Bridge, mile 24.7 the Acosta (SR13) Bridge, mile 24.9 and the Fuller Warren (I10–I95) Bridge, mile 25.4 all at Jacksonville, shall open on signal except that, from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m., Monday through Saturday except federal holidays, the draw need not be opened for the passage of vessels. The draws shall open at any time for vessels in an emergency involving life or property.

* * * * *

Dated: August 15, 1990.

Robert E. Kramek,

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

[FR Doc. 90–19975 Filed 8–27–90; 8:45 am]

BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 82

[FRL–3825–6]

Protection of Stratospheric Ozone

AGENCY: Environmental Protection Agency.

ACTION: Final amendment to final rule; correction.

SUMMARY: EPA is correcting an error in the final amendment which grants additional allowances to any person who uses controlled substances as a feedstock for other substances which appeared with other final amendments in the Federal Register on June 15, 1990 (55 FR 24490).

FOR FURTHER INFORMATION CONTACT: Mr. David Lee at (202) 475–7497.

SUPPLEMENTARY INFORMATION: EPA promulgated its final rule implementing the Montreal Protocol on Substances that Deplete the Ozone Layer on August 12, 1988 (40 CFR part 82). Final and technical amendments to this rule have appeared on July 5, 1989 (54 FR 28062), February 13, 1990 (55 FR 5007), and June 15, 1990 (55 FR 24490). One of the June 15, 1990 amendments contained an error which is corrected by this notice.

Dated: August 14, 1990.

Michael Shapiro,

Acting Assistant Administrator.

The following correction is made in FRL 3716–2, Final Amendment to the Final Rule; Protection of Stratospheric Ozone published in the Federal Register on June 15, 1990 (55 FR 24490).

PART 82—[CORRECTED]

* * * * *

§ 82.13 [Corrected]

1. On page 24496, third column, line 31, change "(h)" to "(i)".

* * * * *

[FR Doc. 90–20214 Filed 8–27–90; 8:45 am]

BILLING CODE 6560–50–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Health Care Financing Administration

42 CFR Part 411

[BPD–458–CN]

RIN 0938–AD34

Medicare Program; Physician Liability on Non-Assigned Claims

AGENCY: Health Care Financing Administration (HCFA), HHS.

ACTION: Correction of final rule.

SUMMARY: This document corrects technical errors in a final rule regarding physician liability on non-assigned claims published on June 18, 1990 at 55 FR 24561. Specifically, it—

(1) Corrects an incorrect statement in the preamble about the redesignation of a subpart of the CFR;

(2) Inserts four words, which were inadvertently omitted, into the regulations text;

(3) Corrects a typographical error in the regulations text; and

(4) Corrects an incorrect cross-reference in the regulations text.

EFFECTIVE DATE: July 18, 1990.

FOR FURTHER INFORMATION CONTACT: Gloria Dzingeleski (301) 966–4679.

SUPPLEMENTARY INFORMATION: We are making the following technical corrections to the final rule that was published in the Federal Register on June 18, 1990 (55 FR 24561).

1. On page 24561, column 3, the parenthetical sentence beginning in line 39 is revised to read as follows: "(Since that time, the portion of subpart C of part 405 in which we proposed to include the new provisions was redesignated; the correct cite in this final rule is § 411.408.)".

§ 411.408 [Corrected]

2. On page 24568, column 1, in the seventh line of § 411.408(a), the phrase

"for services otherwise covered" is inserted between the words "beneficiary" and "if".

§ 411.408 [Corrected]

3. On page 24568, column 2, in the heading of § 411.408(e), the word "know" is corrected to read "knew"

§ 411.408 [Corrected]

4. On page 24568, column 2, in § 411.408(e), "§ 411.206" is corrected to read "§ 411.406".

(Catalog of Federal Domestic Assistance Programs No. 13.774, Medicare—Supplementary Medical Insurance)

Dated: August 17, 1990.

Neil J. Stillman,

Deputy Assistant Secretary for Information and Resources Management.

[FR Doc. 90–20209 Filed 8–27–90; 8:45 am]

BILLING CODE 4120–01–M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 64

[Docket No. FEMA 6837]

Suspension of Community Eligibility

AGENCY: Federal Emergency Management Agency, FEMA.

ACTION: Final rule.

SUMMARY: This rule lists communities, where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP), that are suspended on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If FEMA receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this rule, the suspension will be withdrawn by publication in the **Federal Register**.

EFFECTIVE DATES: The third date ("Susp.") listed in the fourth column.

FOR FURTHER INFORMATION CONTACT: Frank H. Thomas, Assistant Administrator, Office of Loss Reduction, Federal Insurance Administration, (202) 646–2717, Federal Center Plaza, 500 C Street, Southwest, Room 417, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local floodplain management aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended (42 U.S.C. 4022), prohibits flood insurance coverage as authorized under the National Flood Insurance Program (42 U.S.C. 4001–4128) unless an appropriate public body shall have adopted adequate floodplain management measures with effective enforcement measures. The Communities listed in this notice no longer meet that statutory requirement for compliance with program regulations (44 CFR part 59 et. seq.). Accordingly, the communities will be suspended on the effective date in the fourth column. As of that date, flood insurance will no longer be available in the community. However, some of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue their eligibility for the sale of insurance. A notice withdrawing the suspension of the communities will be published in the **Federal Register**. In the interim, if you wish to determine if a particular community was suspended on the suspension date contact the appropriate FEMA Regional Office or the NFIP servicing contractors.

In addition, the Federal Emergency Management Agency has identified the special flood hazard areas in these communities by publishing a Flood Hazard Boundry Map. The date of the flood map if one has been published, is indicated in the fifth column of the table. No direct Federal financial assistance (except assistance pursuant to the Disaster Relief Act of 1974 not in connection with a flood) may legally be provided for construction or acquisition of buildings in the identified special flood hazard area of communities not participating in the NFIP and identified for more than a year, on the Federal Emergency Management Agency's initial flood insurance map of the community as having flood-prone areas. (Section 202(a) of the Flood Disaster Protection Act of 1973 (Pub. L. 93–234), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column.

The Administrator finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary because communities listed in this final rule have been adequately notified.

Each community receives a 6-month, 90-day, and 30-day notification addressed to the Chief Executive Officer that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. For the same reasons, this final rule may take effect within less than 30 days.

Pursuant to the provision of 5 U.S.C. 605(b), the Administrator, Federal Insurance Administration, FEMA, hereby certifies that this rule if promulgated will not have a significant economic impact on a substantial number of small entities. As stated in section 2 of the Flood Disaster Protection Act of 1973, the establishment of local floodplain management together with the availability of flood insurance decreases the economic impact of future flood losses to both the particular community and the nation as a whole. This rule in and of itself does not have a significant economic impact. Any economic impact results from the community's decision not to (adopt) (enforce) adequate floodplain management, thus placing itself in noncompliance of the Federal standards required for community participation. In each entry, a complete chronology of effective dates appears for each listed community.

List of Subjects in 44 CFR Part 64

Flood insurance—floodplains.

PART 64—[AMENDED]

1. The authority citation for part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 et seq., Reorganization Plan No. 3 of 1978, E.O. 12127.

2. Section 64.6 is amended by adding in alphabetical sequence new entries to the table.