

List of Subjects in 33 CFR Part 165

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

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165 as follows:

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new temporary 165.T14-002 is added to read as follows:

§ 165.T14-002 Safety Zone; Waimanalo Bay, Oahu, Hawaii.

(a) *Location.* The following area is a Safety Zone: 21°22.8' N, 157°40.4' W; 21°22.8' N, 157°42.3' W; 21°20.8' N, 157°42.2' W; 21°20.8' N, 157°40.4' W; (Datum: WGS 84).

(b) *Effective dates.* This section becomes effective at 8 a.m. HST on August 29, 1995 and terminates at 4 p.m. HST on August 29, 1995, and again becomes effective at 8 a.m. HST on August 30, 1995 and terminates at 4 p.m. HST on August 30, 1995.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into this zone is prohibited except as authorized by the Captain of the Port.

Dated: August 11, 1995.

Samuel E. Burton,

Captain, U.S. Coast Guard, Captain of the Port.

[FR Doc. 95-21295 Filed 8-25-95; 8:45 am]

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33 CFR Part 165

[COTP Honolulu 95-003]

RIN 2115-AA97

Safety Zone; Barbers Point NAS, Oahu, HI

AGENCY: Coast Guard, DOT.

ACTION: Temporary rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone offshore of Barbers Point Naval Air Station, Oahu, Hawaii. The zone is rectangular in shape and is enclosed within these coordinates: 21°18' N, 158°4.15' W; 21°17' N, 158°4.15' W; 21°17' N, 158°3.06' W; 21°18.06' N, 158°3.06' W; (Datum: WGS 84). This zone is needed to protect vessels, mariners, and observers from possible safety hazards associated with the U.S. Navy Blue Angels Air Show. Entry of vessels or persons into this zone is

prohibited unless specifically authorized by the Captain of the Port.

DATES: This regulation becomes effective at 1 p.m. on September 1, 1995, and terminates at 4 p.m. on September 1, 1995, and again becomes effective at 1 p.m. on September 3, 1995, and terminates at 4 p.m. on September 3, 1995.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Junior Grade Michael Sakaio, Port Safety and Security Branch, Marine Safety Office, Honolulu, Hawaii, (808) 522-8260.

SUPPLEMENTARY INFORMATION:**Background and Purpose**

The situation requiring this regulation is the U.S. Navy Blue Angels Aerial Demonstration. Aircraft will perform low level, high speed aerobatics to demonstrate the proficiency of the aircraft and the USN pilots. This regulation is intended to minimize the risk to vessels, mariners, and observers from these aircraft. This regulation is issued pursuant to 33 U.S.C. 1225 and 1231 as set out in the authority citation for all of Part 165.

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. Publication of a notice of proposed rulemaking and delay of effective date would be contrary to the public interest since immediate action is needed to protect vessels, mariners, and observers from possible hazards in the vicinity of the U.S. Navy Blue Angels demonstration 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. 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 proposal to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Collection of Information

This rule contains no information collection requirements under the Paperwork Reduction Act (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 this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation.

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PART 165—[AMENDED]

For the reasons set out in the preamble, the Coast Guard amends 33 CFR Part 165 as follows:

1. The authority citation for Part 165 continues to read as follows:

Authority: 33 U.S.C. 1231; 50 U.S.C. 191; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; 49 CFR 1.46.

2. A new temporary § 165.T14-003 is added to read as follows:

§ 165.T14-003 Safety Zone; Barbers Point NAS, Oahu, Hawaii.

(a) *Location.* The following area is a Safety Zone: 21°18' N, 158°4.15' W; 21°17' N, 158°4.15' W; 21°17' N, 158°3.06' W; 21°18.06' N, 158°3.06' W; (Datum: WGS 84).

(b) *Effective dates.* This section becomes effective at 1 p.m. on September 1, 1995 and terminates at 4 p.m. on September 1, 1995 and again becomes effective at 1 p.m. on September 3, 1995 and terminates at 4 p.m. on September 3, 1995.

(c) *Regulations.* In accordance with the general regulations in § 165.23 of this part, entry into this zone is prohibited except as authorized by the Captain of the Port.

Dated: August 11, 1995.

Samuel E. Burton,

Captain, U.S. Coast Guard, Captain of the Port.

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