

accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Further, the FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments and only involves an established body of technical regulations that require frequent and routine amendments to keep them operationally current. Therefore, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. Since this rule involves routine matters that will only affect air traffic procedures and air navigation, it does not warrant preparation of a Regulatory Flexibility Analysis because the anticipated impact is so minimal.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

##### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9F, *Airspace Designations and Reporting Points*, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.*

\* \* \* \* \*

##### ASW OK E5 Hugo, OK [Revised]

Stan Stamper Municipal Airport, OK  
(Lat. 34°02'06" N., long. 95°32'31" W.)  
Hugo NDB  
(Lat. 34°02'23" N., long. 95°32'22" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Stan Stamper Municipal Airport and within 2.5 miles each side of the 187° bearing of the Hugo NDB extending from the 6.3-mile radius to 7.6 miles south of the airport, excluding that airspace which overlies the Antlers, OK Class E airspace area.

\* \* \* \* \*

Issued in Fort Worth, TX, on October 5, 1998.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 98–27798 Filed 10–15–98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98–ASW–41]

#### Revision of Class E Airspace; Lake Charles, LA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This document confirms the effective date of a direct final rule published on July 28, 1998, which revises Class E airspace at Lake Charles, LA.

**EFFECTIVE DATE:** The direct final rule published at 63 FR 40171 is effective 0901 UTC, December 3, 1998.

**FOR FURTHER INFORMATION CONTACT:** Donald J. Day, Airspace Branch, Air Traffic Division, Southwest Region, Federal Aviation Administration, Fort Worth, TX 76193–0520, telephone: 817–222–5593.

**SUPPLEMENTARY INFORMATION:** The FAA published this direct final rule with a request for comments in the **Federal Register** on July 28, 1998 (63 FR 40171). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA believes that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, were received within the comment period, the regulation would become effective on December 3, 1998. No adverse comments were received, and thus this action confirms that this direct final rule will be effective on that date.

Issued in Fort Worth, TX, on October 5, 1998.

**Albert L. Viselli,**

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 98–27800 Filed 10–15–98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

##### Coast Guard

#### 33 CFR Part 165

[CGD01–98–140]

RIN 2115–AA97

#### Safety Zone: Storrow Drive Connector Bridge (Central Artery Tunnel Project), Charles River, Boston, MA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for the Central Artery Tunnel Project, Storrow Drive Connector Bridge construction on the Charles River. The safety zone temporarily closes all waters of the Charles River between the Gridley Lock and Dam and the western side of the Amtrak Railroad Bridge while bridge spans for the Storrow Drive Connector Bridge are erected. The safety zone is needed to protect vessels from the hazards posed by bridge construction activities upon a navigable waterway.

**EFFECTIVE DATE:** This rule is effective from September 30, 1998 through December 31, 1998.

**FOR FURTHER INFORMATION CONTACT:** LT Dennis O'Mara, Waterways Management Division, Coast Guard Marine Safety Office Boston, (617) 223–3000.

**SUPPLEMENTARY INFORMATION:**

#### Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation, and good cause exists for making it effective in less than 30 days after **Federal Register** publication. Any delay encountered in this regulation's effective date would be contrary to the public interest since immediate action is needed to close a portion of the waterway and protect the maritime public from the hazards associated with bridge construction activities upon a navigable waterway.

#### Background and Purpose

As part of the Central Artery Tunnel Project, a new bridge, the Storrow Drive Connector Bridge, will be built over the Charles River, Boston, MA. Section 1 of

the Storrow Drive Connector Bridge, which will be located on the south side of the Charles River between the Gridley Lock and Dam and the Amtrak Railroad Bridge, is presently under construction. Six bridge spans need to be erected during the construction of Section 1. These bridge spans will be transported to Boston on board barges. The barges will be towed into Boston Harbor with a single bridge span on each barge. This will occur on six separate occasions over the next several months. The spans will then be transported through the Gridley Lock, put into place using a crane on a barge and secured. The crane and barge cannot be shifted by vessel wakes during the securing process. Therefore, a safety zone is necessary to allow the safe erection of the six spans and to protect vessel traffic.

This regulation establishes a safety zone in all waters of the Charles River between the Gridley Lock and Dam and the western side of the Amtrak Railroad Bridge. This safety zone prevents entry into or movement within this portion of the Charles River. Upon notification from the primary contractor on the project, the Coast Guard will make Marine Safety Information Broadcasts informing mariners of the activation of this safety zone. The expected duration of the safety zone will vary between eight and forty-eight hours depending upon construction requirements. The safety zone will be activated primarily on nights and/or weekends as construction on the Storrow Drive Connector Bridge is restricted by weekday commuter rail traffic on the Amtrak Railroad Bridge.

#### Regulatory Evaluation

This final 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. There is expected to be minimal recreational and commercial traffic in this area, in part due to the seasonal end of the recreational and tourist boating season. Commercial tour operators have received advance notification of the project and can make alternate arrangements. Due to the limited number and duration of the arrivals,

departures and transits, the Coast Guard expects the economic impact of this regulation to be minimal.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule would have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

For the reasons discussed in the Regulatory Evaluation above, 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 significant impact on a substantial 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 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 has considered the environmental impact of this final rule and concluded that, under Figure 2-1, paragraph 34(g), of Commandant Instruction M16475.1C, this final rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

#### List of Subjects in 33 CFR Part 165

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

#### Regulation

For 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. Add temporary § 165.T01-140 to read as follows:

#### § 165.T01-140 Safety Zone: Storrow Drive Connector Bridge (Central Artery Tunnel Project), Charles River, Boston, MA.

(a) *Location.* The following area is a safety zone: All waters of the Charles River between the Gridley Lock and Dam and the western side of the AMTRAK Railroad Bridge.

(b) *Effective Date.* This section is effective from September 30, 1998 to December 31, 1998.

(c) *Notification.* Upon notification from the primary contractor on the Storrow Drive Connector Bridge construction project that a span is ready to be erected, the Coast Guard will make Marine Safety Information Broadcasts informing mariners of the activation of this safety zone. The expected duration of the safety zone will vary between eight and forty-eight hours depending upon construction requirements. The safety zone will be activated primarily on nights and/or weekends.

(d) *Regulations.* (1) Entry into or movement within this zone is prohibited unless authorized by the COTP Boston.

(2) All persons and vessels shall comply with the instructions of the COTP or the designated on-scene U.S. Coast Guard patrol personnel. U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard.

(3) The general regulations covering safety zones in section 165.23 of this part apply.

Dated: September 18, 1998.

**J.L. Grenier,**

*Captain, U.S. Coast Guard, Captain of the Port, Boston, Massachusetts.*

[FR Doc. 98-27872 Filed 10-15-98; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 180

[OPP-300744; FRL-6037-8]

RIN 2070-AB78

### Azoxystrobin; Time-limited Pesticide Tolerance

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** This regulation establishes a time-limited tolerance for the combined residues of azoxystrobin [methyl(E)-2-(2-(6-(2-cyanophenoxy)pyrimidin-4-yloxy)phenyl)-3-methoxyacrylate] and