dates. In the event of cancelation or postponement of races scheduled for a particular date, the Patrol Commander's election not to implement these regulations on that date will be announced via Broadcast Notice to Mariners.

The regulations also provide for a one-way traffic pattern and a five-knot speed limit. These requirements will be activated by the Patrol Commander when necessary to ensure the safety of navigation. Activation of these additional regulations will be announced by patrol vessels on scene and by Broadcast Notice to Mariners.

Additionally, several non-anchorage areas are established for the period of these regulations to promote smooth traffic flow and ensure access to docks and piers.

These Special Local Regulations will be enforced for that portion of the race venue which is located within the navigable waters of the United States, to minimize navigational dangers and ensure the safety of vessels participating in and viewing the races. Nonobligatory guidelines are included for that portion of the race venue which falls outside the navigable waters of the United States.

All vessels which fail to comply with these regulations while operating within the regulated areas during the regulatory periods are subject to citation for failure to comply with these regulations, and subject to the penalties presented in 33 U.S.C. 1236 and 33 CFR 100.50.

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)(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 regulation to be so minimal that a full **Regulatory Evaluation under paragraph** 10(e) of the Department of Transportation regulatory policies and procedures is unnecessary.

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 independently owned and operated small businesses that are not dominant in their field and that otherwise qualify as "small business concerns" under Section 3 of the Small Business Act (15 U.S.C. 632). Because the Coast Guard expects the impact of this rule to be minimal, 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.

Collection of Information

This rulemaking 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 in accordance with the principles and criteria contained in Executive Order 12612 and has determined that this regulation does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environmental Assessment

The environmental impact of this rulemaking has been analyzed in the Environmental Assessment (EA) prepared by America's Cup 1995, the organizing committee of the races, in connection with its application for a Coast Guard regatta permit. A copy of the EA has been made a part of the public docket and is available for review at the Eleventh Coast Guard District Office at the address listed under ADDRESSES.

The Coast Guard has reviewed the EA submitted by the sponsors of the event, considered the environmental impact of this regulation and concluded that, under section 2.B.2 of Commandant Instruction M16475.1B, it will have no significant environmental impact and it is categorically excluded from further environmental documentation. A Finding of No Significant Impact (FONSI) has been prepared in connection with the regatta permit, has been made part of the public docket, and is available for review at the address listed under ADDRESSES.

List of Subjects in 33 CFR Part 100

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

Regulations

In consideration of the foregoing, the Coast Guard is amending 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 temporary section 100.35T11– 004 is added to read as follows:

§ 100.35T11–004 Special Local Regulations; San Diego Bay, Mission Bay and IACC Race Venue, CA.

(a) *Regulated areas.* This regulation pertains to specified portions of San Diego Bay, Mission Bay and the waters of the Pacific Ocean immediately offshore of San Diego. Within these waters, there are several areas with specific regulations. The regulated areas are defined by the following:

(1) West San Diego Bay. (i) The following area is subject to the regulations delineated below—The water area seaward of a line connecting the following points, beginning at:

32°43′27.0″ N 117°12′48.0″ W (Harbor Island Light, LLNR 1700); thence to

32°42′51.0″ N 117°12′32.5″ W (North Island light "N", LLNR 1705); thence along the shoreline to

32°40'00.0" N 117°13'24.0" W (Zuniga Jetty Light "Z", LLNR 1520); thence to

32°39'12.0" N 117°13'18.0" W; thence to

32°37'18.0" N 117°14'42.0" W (San Diego Approach "SD", LLNR 1485); thence to

32°40′00.0″ N 117°15′40.0″ W; thence to

32°40′00.0″ N 117°14′48.0″ W; thence to

32°39′54.0″ N 117°13′24.0″ W (point Loma Light, LLNR 5); thence returning along the shoreline to the point of beginning.

Datum: NAD 83

(ii) The following area (the West Basin) is excluded from this regulated area—The waters shoreward of a line connecting the following points, beginning at:

32°43'30.0" N 117°12'48.0" W; thence to

32°43'20.0" N 117°13'00.0" W.

Datum: NAD 83

(2) *Non-anchorage areas.* The following areas are non-anchorage areas:

(i) NA–1: The waters bounded by a line connecting the following points, beginning at:

32°41'17.8" N 117°13'56.7" W; thence to

32°41′17.4″ N 117°14′01.0″ W; thence to

32°41′32.0″ N 117°14′03.8″ W; thence to

32°41′34.5″ N 117°13′58.5″ W; thence returning to the point of beginning.