

Ballinger, TX, Bruce Field, GPS RWY 35, Orig
 Conroe, TX, Montgomery County, GPS RWY 32, Orig
 Fort Stockton, TX, Fort Stockton-Pecos County, GPS RWY 30, Orig
 Hereford, TX, Hereford Muni, GPS RWY 21, Orig
 Houston, TX, Houston Gulf, GPS RWY 31, Orig
 Livingston, TX, Livingston Muni, GPS RWY 30, Orig
 Monahans, TX, Roy Hurd Memorial, GPS RWY 12, Orig
 Monahans, TX, Roy Hurd Memorial, GPS RWY 30, Orig
 Ozona, TX, Ozona Muni, GPS RWY 16, Orig
 Palestine, TX, Palestine Muni, GPS RWY 35, Orig
 Hayward, WI, Hayward Muni, VOR RWY 20, Amdt 6
 Hayward, WI, Hayward Muni, VOR/DME or GPS RWY 2, Amdt 1
 Hayward, WI, Hayward Muni, NDB or GPS RWY 20, Amdt 12

The FAA published an amendment in Docket No. 28475, Amdt. No. 1712 to Part 97 of the Federal Aviation Regulations, Vol 61, FR No. Page 7698, dated February 29, 1996, Section 97.23 effective April 25, 1996, which is amended as follows:

Kokomo, IN, Kokomo Muni, VOR/DME or GPS RWY 23, Amdt 19 is amended to read: Kokomo, IN, Kokomo Muni, VOR or GPS RWY 23, Amdt 19

[FR Doc. 96-10677 Filed 4-29-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Parts 200, 232, and 241

[Docket No. FR-3349-C-04]

RIN 2502-AF74

Office of the Assistant Secretary for Housing-Federal Housing Commissioner; Revision of FHA Multifamily Processing and Fees; Technical Correction

AGENCY: Office of the Assistant Secretary for Housing-Federal Housing Commissioner, HUD.

ACTION: Final rule; technical correction.

SUMMARY: This document contains a correction to the final rule which was published on Monday, April 1, 1996, (61 FR 14410). That final rule concerned FHA multifamily mortgage insurance.

EFFECTIVE DATE: May 1, 1996.

FOR FURTHER INFORMATION CONTACT: Jane Luton, Director, New Products Division, Office of Multifamily Housing Development, Room 6138, Department of Housing and Urban Development, 451 Seventh Street, SW, Washington,

DC 20410-8000, telephone (202) 708-2556. (This is not a toll-free telephone number.) Hearing- or speech-impaired may access this number via TTY by calling the Federal Information Relay Service at 1-800-877-8339.

SUPPLEMENTARY INFORMATION:

Background

The final rule that is the subject of these corrections revised 24 CFR 200.40 and 200.45 of the FHA multifamily mortgage insurance regulations to increase processing/commitment fees and to make certain changes in the stages of processing.

Need for Correction

As published, the preamble to final regulations omitted a word which may prove to be misleading.

Accordingly, FR Doc. 96-7640, a final rule published in the Federal Register on April 1, 1996 (61 FR 14410), is corrected as follows:

On page 14411, in the preamble, in the first column, in the first paragraph under the heading "4. Elimination of Conditional Commitment Stage," the third line is corrected by adding the word "except" after the word "stage".

Dated: April 18, 1996.

Stephanie A. Smith,

Acting General Deputy, Assistant Secretary for Housing-Federal Housing Commissioner.

[FR Doc. 96-10600 Filed 4-29-96; 8:45 am]

BILLING CODE 4210-27-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 110

[CGD07-95-033]

RIN 2115-AA98

Special Anchorage Areas; Herb River, Thunderbolt, GA; Bull River, Savannah, GA; South Channel Savannah River East, Savannah, GA; South Channel Savannah River West, Savannah, GA; Calibogue Sound, Hilton Head, SC; May River, Hilton Head, SC

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is establishing six temporary special anchorage areas during the 1996 Centennial Olympic Games. These special anchorage areas become effective on July 4, 1996, at 7 a.m. EDT (Eastern Daylight Time), and terminate on August 5, 1996, at 11 p.m. EDT. The Coast Guard expects a significant

number of spectator vessels to participate in the festivities surrounding the 1996 Olympic Games. By designating special anchorage areas the Coast Guard expects to minimize the problems associated with a large congestion of boaters in the area.

EFFECTIVE DATES: This rule is effective at 7 a.m. EDT, on July 4, 1996, and terminates at 11 p.m. EDT, on August 5, 1996.

ADDRESSES: Copies of documents referenced in this document are available for inspection or copying from Marine Safety Office, Savannah, 222 W. Ogelthorpe Avenue, Suite 402, Savannah, Georgia between 9 a.m. and 3 p.m. EDT, Monday through Friday, except Federal holidays. A copy of the environmental assessment is available from CEU Miami, 909 S.E. 1st Ave., Miami, Florida 33131.

FOR FURTHER INFORMATION CONTACT: LT J. Simmerman, project officer for the Captain of the Port, or BMC P. Webber, Marine Safety Office Savannah at Tel: (912) 652-4353, between the hours of 7:30 a.m. and 4 p.m. EDT, Monday through Friday, except holidays.

SUPPLEMENTARY INFORMATION:

Regulatory History

On October 13, 1995, the Coast Guard published a Notice of Proposed Rulemaking (NPRM) in the Federal Register (60 FR 53317) entitled "Special Anchorage Areas; Herb River, Thunderbolt, GA; Bull River, Savannah, GA; South Channel Savannah River East, Savannah, GA; South Channel Savannah River West, Savannah, GA; Calibogue Sound, Hilton Head, SC; May River, Hilton Head, SC" (CGD07-95-033). Three comments were received in response to the NPRM.

Discussion of Comments and Changes

All of the comments received addressed the proposed May River special anchorage area, proposed § 110.T72e(f). These comments addressed concerns that establishment of the May River anchorage as proposed would not allow for safe navigation of recreational and commercial vessels by residents who live along the May River west of the proposed anchorage area. Based on these comments, proposed § 110.T72e(f) has been modified in this final rule to decrease the anchorage area, restricting the anchorage area to the southern half of the May River. This change in area will allow for safe passage of commercial and recreational vessels in the northern side of the channel. The description of the May River anchorage area now appears in § 110.72e(a)(6). Additionally, an

effective date paragraph has been added to the section to make it clear that these special anchorage areas will only be in effect from July 4, 1996 until August 5, 1996.

Discussion of Regulations

Approximately 1,000 to 2,000 spectator vessels are expected to arrive and participate in the festivities of the 1996 Olympic sailing competition. The Coast Guard is establishing six special anchorage areas to alleviate the problems of a large congestion of recreational boats in a small area. By designating these special anchorages, the Coast Guard anticipates minimizing the associated problems with security and pollution, as well as the commercial congestion that a large influx of boaters might cause in the area. Vessels no more than sixty-five feet in length when anchored at any special anchorage area are not required to carry or exhibit the white anchor lights normally required by the Navigation Rules. These special anchorage regulations will be effective from July 4, 1996, at 7 a.m. EDT, until August 5, 1996, 11 p.m. EDT.

Six special anchorage areas are being established in the following locations: (1) Herb River; from the mouth of the Herb River to just before Country Club Creek. (2) Bull River; south from the Bull River Bridge to the mouth of Lazaretto Creek. (3) The South Channel of the Savannah River west; extending from Elba Island Cut southeast to the Fort Pulaski Bridge. (4) The South Channel of the Savannah River east; extending from Fort Pulaski Bridge east to the entrance of Lazaretto Creek. (5) Calibogue Sound; south of the entrance of Harbourtown to Braddock Point. (6) May River; west of buoy 4 in the vicinity of Bass Creek to buoy 5 prior to the mouth of Bull Creek.

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 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 rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this rule will have a significant effect 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.

Over 1100 athletes and coaches representing over 80 countries, over 300 competition vessels, as well as approximately 1,000 to 2,000 support and spectator vessels are expected to arrive and participate in the festivities of the 1996 Olympic yachting competition. The special anchorage areas described in this rule will be established for a limited time period to help accommodate this large volume of spectator vessels in the port of Savannah. The boundaries of the anchorage areas have been tailored to reduce congestion while still allowing for safe navigation of the waterways by commercial and recreational vessels.

For the reasons discussed above, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. *et seq.*) that this rule will not have a significant economic 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

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

Environmental Assessment

The Coast Guard has considered the environmental impact of this action and has determined pursuant to Section 2.B.2. of Commandant Instruction M16475.1B, that this action is categorically excluded from further environmental documentation.

A Categorical Exclusion Determination and Categorical Exclusion Checklist are available in the docket for inspection or copying at the location listed in ADDRESSES. In addition the environmental analysis above, an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) has been issued for the

area during the 1996 Olympic Yachting Competition. A copy of the EA and FONSI is available for copying and inspection at the location listed in ADDRESSES.

List of Subjects in 33 CFR Part 110

Anchorage grounds.

Final Regulations

In consideration of the foregoing, Part 110 of Title 33, Code of Federal Regulations, is amended as follows:

PART 110—[AMENDED]

1. The authority citation for Part 110 continues to read as follows:

Authority: 33 U.S.C. 471, 2030, 2035, and 2071; 49 CFR 1.46 and 33 CFR 1.05-1(g). Section 110.1a and each section listed in 110.1a are also issued under 33 U.S.C. 1223 and 1231.

2. A new temporary § 110.72e is added to read as follows:

§ 110.72e Savannah Olympic Anchorage Areas, GA.

(a) *Anchorage Areas.* The following locations are special anchorage areas (All coordinates referenced used Datum: NAD 1983):

(1) *Herb River Anchorage.* The waters in Herb River within the area bounded at latitude 32°01'.2" N, extending south to a line at latitude 32°00'.0" N.

(2) *Bull River Anchorage.* The waters of Bull River within the area bounded at latitude 32°02'.2" N, east to a line at latitude 31°59'.7" N across Bull River.

(3) *South Channel of the Savannah River West Anchorage.* The waters of the South Channel of the Savannah River lying between latitude 32°04'.1" N, extending east to a line of longitude 080°54'.9" W in the vicinity of the Fort Pulaski Bridge.

(4) *South Channel of the Savannah River East Anchorage.* The waters of the South Channel of the Savannah River lying east of the Fort Pulaski Bridge, beginning at longitude 080°54'.9" W, extending east to longitude 080°53'.9" W across South Channel.

(5) *Calibogue Sound Anchorage.* The waters of Calibogue Sound lying within the following coordinates, the area west of the west shore of Hilton Head Island; starting at 32°08'12.0" N, 080°48'55.0" W; thence to, 32°08'12.0" N, 080°49'13.0" W; thence to, 32°06'50.0" N, 080°49'55.0" W; thence to, 32°06'50.0" N, 080°49'43.0" W; back north on the west shore of Hilton Head Island to the point of beginning.

(6) *May River Anchorage.* The waters of May River within the following

coordinates, the area north of the north shore of Bull Island; beginning at 32°11'45.0" N, 080°48'03.0" W; thence to, 32°11'52.0" N, 080°48'02.0" W; thence to, 32°12'00.0" N, 080°48'17.0" W; thence to, 32°12'19.0" N, 080°49'35.0" W; thence to, 32°12'09.0" N, 080°49'43.0" W; back east along the north shore of Bull Island to the point of beginning.

(b) *Effective dates.* This section is effective on July 4, 1996, at 7 a.m. EDT, and terminates on August 5, 1996, at 11 p.m. EDT.

Dated: April 23, 1996.

Roger T. Rufe, Jr.,

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

[FR Doc. 96-10557 Filed 4-29-96; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 117

[CGD01-96-035]

RIN 2115-AE47

Drawbridge Operation Regulations; Manchester Harbor, MA

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule with request for comments.

SUMMARY: The Coast Guard is temporarily changing the operating rules that govern the Massachusetts Bay Transportation Authority (MBTA) Bridge at mile 1.0, in Manchester, Massachusetts. This change will require the bridge to be crewed for eight additional hours each day during the 1996 boating season and will modify the advance notice requirement for the 11 p.m. to 7 a.m. time period. This temporary final rule is based upon comments received as a result of a temporary deviation implemented by the Coast Guard during the 1994 boating season and a final temporary rule implemented for the 1995 boating season. The comments received from the mariners indicated their navigational needs require the bridge to be crewed from 7 a.m. to 11 p.m. during the boating season.

EFFECTIVE DATE: This temporary final rule is effective from May 27, 1996, through September 30, 1996. Comments must be received on or before October 31, 1996.

ADDRESSES: Comments should be mailed to Commander (obr), First Coast Guard District, Captain John Foster Williams Federal Building, 408 Atlantic

Ave., Boston, Massachusetts 02110-3350. Comments also may be hand-delivered to room 628 at the same address between 6:30 a.m. and 3 p.m., Monday through Friday, except federal holidays. The telephone number is (617) 223-8364. Comments will become part of this docket and will be available for inspection or copying at the above address.

FOR FURTHER INFORMATION CONTACT: John W. McDonald, Project Officer, Bridge Branch, (617) 223-8364.

SUPPLEMENTARY INFORMATION:

Request for Comments

Interested persons are invited to participate in this rulemaking by submitting written views, comments, data, or arguments. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD01-95-052), the specific section of this rule to which each comment applies, and give reasons for each comment. The Coast Guard requests that all comments and attachments be submitted in an 8½" x 11" unbound format suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons desiring acknowledgment that their comments have been received should enclose a stamped, self-addressed post card or envelope.

The Coast Guard will consider all comments received during the comment period, and may change this proposal in light of comments received. The Coast Guard plans no public hearing. Persons may request a public hearing by writing to Commander (obr), First Coast Guard District at the address listed under **ADDRESSES**. The request should include reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the Federal Register.

In accordance with 5 U.S.C. 553(6) good cause exists for publishing a temporary final rule without a prior comment period. It is in the public interest to have a rule increasing the hours the bridge is operated in effect before the Memorial Day weekend, the beginning of the 1996 boating season. Delaying this rule to provide for a notice and comment period would be impracticable, unnecessary and contrary to the public interest. Due to the manner in which openings are conducted, a greater number of openings does not cause delays to the commuter trains using the bridge. The MBTA has been

advised of the extra hours that the bridge will be required to be crewed during the 1996 boating season and the need for comprehensive record keeping. This test period will allow the Coast Guard to fully evaluate marine traffic patterns and costs to the MBTA. After this test period, the Coast Guard will evaluate the comments received and prepare a notice of proposed rulemaking to permanently change the operating schedule if appropriate.

Regulatory History

On June 14, 1994, a temporary deviation effective during the 1994 boating season from the operating regulations for the MBTA Bridge was published in the Federal Register (59 FR 30524; June 14, 1994). The Coast Guard received three letters and seven petitions. A public hearing was not requested and one was not held.

On July 17, 1995, the Coast Guard implemented a temporary final rule (60 FR 36357; July 17, 1995) which was effective for the 1995 boating season. The Coast Guard received 22 letters and three petitions. A public hearing was not requested and one was not held.

Background and Purpose

The MBTA Bridge over Manchester Harbor has a vertical clearance of 6' above mean high water (MHW) and 15' above mean low water (MLW). The existing operating regulations at 33 CFR 117.603 require that the bridge open on signal from 1 April through 1 November from 9 a.m. to 6 p.m., with a one hour lunch closure between 1 p.m. and 2 p.m. daily.

The Coast Guard received a request in May, 1994, from the Manchester Harbormaster/Chief of Police and several mariners located upstream of the bridge to extend the hours that the Manchester MBTA Bridge be required to open on signal during the peak boating season. On June 14, 1994, the Coast Guard published a temporary (90 day) deviation (59 FR 30524; June 14, 1994) from the operating regulations to evaluate changes to the operating rules during the 1994 boating season. The temporary deviation extend the hours that the bridge was crewed by an additional five hours a day, from June 3 through August 31, 1994. It required the bridge to be crewed from 8 a.m. to 9 p.m. daily and eliminated the one hour lunch hour closure from 1 p.m. to 2 p.m. each day.

The Coast Guard received only one letter during the comment period that closed October 31, 1994. The MBTA, the bridge owner, opposed the proposal to extend the operating hours of the bridge. Their objection was based upon the