

final rule in the above-captioned proceeding. This errata sheet makes the following corrections to the supplementary information preceding the amendatory language of the final rule:

1. On p. 74308:
In the second column, first full paragraph, line 17, correct “proceeding” to read “proceedings”.
2. On p. 74311:
In the third column, line 1, correct “51735” to read “3822”.
In the third column, lines 2–3, correct “[b]efore issuing a proposed regulation” to read “[b]efore issuing a notice of proposed rulemaking”.
- In the third column, lines 13–14, correct “76 FR 36829” to read “76 FR 36817, n.34”.
3. On page 74332:
In the third column, second full paragraph, line 12, add “a” before “review”.
4. On page 74337:
In the first column, first full paragraph, line 49, add a period after “representation”.
- In the second column, first full paragraph, line 13, correct “dissenting” to read “concurring in part, concurring in the judgment in part, and dissenting in part”, and in line 3 of the block quotation from *Denver Area Telecommunications Consortium, Inc.*, correct “most” to read “more”.
5. On page 74346:
In the second column, first full paragraph, line 13, “practice” should be in internal quotation marks.
6. On page 74351:
In the second column, line 6, correct “employees’ workplace” to read “employee”, and in line 7 remove “(emphasis added)”.
7. On page 74359:
In the third column, first full paragraph, line 11, correct “8(b)(a)” to read “8(b)(1)”.
8. On page 74372:
In the first column, second paragraph, line 4, delete “in any event”.
9. On page 74385:
In the third column, lines 19–20, correct “rules” to read “Rules” and correct “Procedures” to read “Procedure”.
10. On page 74391:
In the second column, line 6, correct “slip op. at 2” to read “slip op. at 1”.
In the second column, line 13, correct “petition” to read “proceeding”.
11. On page 74402:
In the second column, line 29, add an open quotation mark before “[a]rgument”.
12. On page 74423:
In the first column, in the continuation of footnote 513, line 10, add “slip op. at 10” after “No. 76”.

In the first column, in the continuation of footnote 513, line 13, add “slip op. at 8” after “No. 72”.

In the first column, in the continuation of footnote 513, line 14, correct “purposes” to read “purpose”.

13. On page 74432:
In the second column, line 16 of footnote 542, remove “National Labor Relations”.

14. On page 74433:
In the second column, line 9 of footnote 550, correct “102–103” to read “102”.

In the second column, line 9 of footnote 550, correct “[I]n” to read “In”.

15. On page 74440:
In the first column, line 6 of footnote 591, correct “processses” to read “processes”.

16. On page 74446:
In the third column, line 10 of footnote 623, correct “*Hanover*” to read “*Hannover*”.

17. On page 74452:
In the second column, first full paragraph, line 22, add “abstract” before “law”.

In the second column, first full paragraph, line 27, remove “s” from “communication”.

In the second column, first full paragraph, line 28, correct “Employer” to read “employer”.

In the second column, first full paragraph, line 30, correct “363–64” to read “364”.

18. On page 74460:
In the second column, first full paragraph, line 12, add quotation mark after “practice”.

19. On page 74461:
In the third column, second full paragraph, line 29, remove “proposed” before “rule”.

In the third column, second full paragraph, line 35, correct “5 U.S.C. 604(a)(4)” to read “5 U.S.C. 604(a)(5)”.

20. On p. 74465:
In the second column, first full paragraph, line 3, correct “2480” to read “2823” and correct “2,777” to read “2,974”.

In the second column, first full paragraph, lines 4 and 8, correct “89.3%” to read “94.9%”.

In the second column, first full paragraph, line 7, correct “2,239” to read “2,379”.

21. On p. 74467:
In the second column, first full paragraph, line 14, correct “29” to read “30”.

In the second column, line 4 of footnote 729, correct “29” to read “30”.

By direction of the Board.

Dated: Washington, DC, April 6, 2015.

William B. Cowen,
Solicitor.

[FR Doc. 2015–08159 Filed 4–9–15; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2015–0122]

Drawbridge Operation Regulation; Curtis Creek, Baltimore, MD

AGENCY: Coast Guard, DHS.

ACTION: Notice of deviation from drawbridge regulations.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the I–695 Bridge across Curtis Creek, mile 1.0, Baltimore, MD. This temporary deviation allows the drawbridge to remain in the closed to navigation position to facilitate an interim structural inspection and an in-depth electrical/mechanical inspection. **DATES:** This deviation is effective from 8 a.m. on April 13, 2015 to 5 p.m. on May 8, 2015.

ADDRESSES: The docket for this deviation, [USCG–2015–0122] is available at <http://www.regulations.gov>. Type the docket number in the “SEARCH” box and click “SEARCH.” Click on Open Docket Folder on the line associated with this deviation. You may also visit the Docket Management Facility in Room W12–140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Ms. Kashanda Booker, Bridge Administration Branch, Fifth District, Coast Guard; telephone (757) 398–6227, email Kashanda.l.booker@uscg.mil. If you have questions on reviewing the docket, call Cheryl Collins, Program Manager, Docket Operations, 202–366–9826.

SUPPLEMENTARY INFORMATION: The Maryland Transportation Authority, who owns and operates this drawbridge, has requested a temporary deviation from the current operating regulations set out in 33 CFR 117.557 to facilitate an interim structural inspection and an in-depth electrical/mechanical inspection.

Under the regular operating schedule, the I-695 Bridge draw must open on signal if at least one hour notice is given. The bridge has a vertical clearance in the closed position to vessels of 58 feet above mean high water.

Under this temporary deviation, the drawbridge will be maintained in the closed to navigation position daily between 8 a.m. and 5 p.m. but will be able to open for navigation with a 2 hour advance notice by contacting (410) 354-1374 or utilizing VHF Channel 13/16.

The bridge will operate under the normal operating schedule at all other times. Emergency openings can be provided with advance notice by contacting (410) 354-1374 or utilizing VHF Channel 13/16. There are no alternate routes for vessels transiting this section of the Curtis Creek.

Curtis Creek is used by a variety of vessels including military, tugs, commercial, and recreational vessels. The Coast Guard has carefully coordinated the restrictions with these waterway users. The Coast Guard will also inform additional waterway users through our Local and Broadcast Notice to Mariners of the closure periods for the bridge so that vessels can arrange their transits to minimize any impacts caused by the temporary deviation. Mariners able to pass under the bridge in the closed position may do so at any time. However, mariners are advised to proceed with caution.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the designated time period. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 30, 2015.

James L. Rousseau,
Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2015-08343 Filed 4-9-15; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2015-0137]

RIN 1625-AA00

Safety Zone; Naval Helicopter Association (NHA) Red Bull Helicopter Demonstration; San Diego Bay, San Diego, CA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule; request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone on the navigable waters of San Diego Bay for a helicopter aerial demonstration sponsored by the Naval Helicopter Association (NHA). This safety zone is established to ensure the safety of the helicopter aircrew, spectators, safety vessels, and other vessels and users of the waterway. Unauthorized persons and vessels are prohibited from entering into, transiting through or anchoring within this safety zone unless authorized by the Captain of the Port or his designated representative. The Coast Guard requests public comments on the temporary safety zone.

DATES: This rule is effective from 6:30 p.m. to 7:30 p.m. on May 12, 2015. Public comments must be received by May 11, 2015.

ADDRESSES: Submit comments using one of the listed methods, and see **SUPPLEMENTARY INFORMATION** for more information on public comments.

- *Online*—<http://www.regulations.gov> following Web site instructions.

- *Fax*—202-493-2251.

- *Mail or hand deliver*—Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001. Hand delivery hours: 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays (telephone 202-366-9329).

Documents mentioned in this preamble are part of docket [USCG-2015-0137]. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Petty Officer Randolph Pahilanga, Waterways Management, U.S. Coast Guard Sector San Diego; telephone (619) 278-7656, email D11-PF-MarineEventsSanDiego@uscg.mil. If you have questions on viewing or submitting material to the docket, call Cheryl Collins, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security
FR Federal Register
NPRM Notice of Proposed Rulemaking
TFR Temporary Final Rule

A. Public Participation and Comments

We encourage you to submit comments (or related material) on this temporary final rule. We will consider all submissions and may adjust our final action based on your comments. Comments should be marked with docket number USCG-2015-0137 and should provide a reason for each suggestion or recommendation. You should provide personal contact information so that we can contact you if we have questions regarding your comments; but please note that all comments will be posted to the online docket without change and that any personal information you include can be searchable online (see the **Federal Register** Privacy Act notice regarding our public dockets, 73 FR 3316, Jan. 17, 2008).

Mailed or hand-delivered comments should be in an unbound 8½ x 11 inch format suitable for reproduction. The Docket Management Facility will acknowledge receipt of mailed comments if you enclose a stamped, self-addressed postcard or envelope with your submission.

Documents mentioned in this notice, and all public comments, are in our online docket at <http://www.regulations.gov> and can be viewed by following the Web site's instructions. You can also view the docket at the Docket Management Facility (see the mailing address under **ADDRESSES**) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

B. Regulatory History and Information

The Coast Guard is issuing this temporary final rule safety zone for a planned fifteen minute air show over San Diego Bay without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest."

Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because publishing an NPRM would be impracticable, because