

routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this airspace action of establishing RNAV route T-388 in the vicinity of Port Heiden, AK qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points), and paragraph 5-6.5i, which categorically excludes from further environmental review the

establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

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

Authority: 49 U.S.C. 106(f), 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 FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-388 WIXER, AK TO BAILY, AK [NEW]

WIXER, AK	WP	(Lat. 56°54'29.00" N, long. 158°36'10.00" W)
ZOPAB, AK	WP	(Lat. 57°09'28.12" N, long. 157°48'14.87" W)
HEBMI, AK	WP	(Lat. 57°24'13.13" N, long. 156°51'24.77" W)
ZEMIR, AK	WP	(Lat. 57°51'13.88" N, long. 154°02'28.16" W)
BAILY, AK	Fix	(Lat. 57°54'33.79" N, long. 152°54'36.97" W)

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Issued in Washington, DC, on July 13, 2023.

Karen L. Chiodini,

Manager, Airspace Rules and Regulations.

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

31 CFR Part 560

Publication of Iranian Transactions and Sanctions Regulations Web General License P

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Publication of web general license.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing a general license (GL) issued pursuant to the Iranian Transactions and Sanctions Regulations and an Iran-related

Executive order: GL P, which was previously made available on OFAC's website.

DATES: GL P was issued on June 2, 2023. See **SUPPLEMENTARY INFORMATION** for additional relevant dates.

FOR FURTHER INFORMATION CONTACT: OFAC: Assistant Director for Licensing, 202-622-2480; Assistant Director for Regulatory Affairs, 202-622-4855; or Assistant Director for Compliance, 202-622-2490.

SUPPLEMENTARY INFORMATION:

Electronic Availability

This document and additional information concerning OFAC are available on OFAC's website: <https://ofac.treasury.gov>.

Background

On June 2, 2023, OFAC issued GL P to authorize certain transactions otherwise prohibited by the Iranian Transactions and Sanctions Regulations, 31 CFR part 560, or Executive Order 13846 of August 6, 2018, "Reimposing Certain Sanctions With Respect to Iran" (83 FR 38939, August 7, 2018). GL P was made available on OFAC's website

(<https://ofac.treasury.gov>) when it was issued. GL P has an expiration date of July 6, 2023. The text of this GL is provided below.

OFFICE OF FOREIGN ASSETS CONTROL

Executive Order 13846 of August 6, 2018

Reimposing Certain Sanctions With Respect to Iran

Iranian Transactions and Sanctions Regulations

31 CFR Part 560

GENERAL LICENSE P

Authorizing the Wind Down of Transactions Involving Navyan Abr Arvan Private Limited Company or Arvancloud Global Technologies L.L.C.

(a) Except as provided in paragraph (b) of this general license, all transactions ordinarily incident and necessary to the wind down of any transaction involving Navyan Abr Arvan Private Limited Company or Arvancloud Global Technologies L.L.C. that are prohibited by the Iranian Transactions and Sanctions Regulations, 31 CFR part 560 (ITSR), or Executive Order (E.O.) 13846 of August 6, 2018, are authorized through 12:01 a.m. eastern daylight time, July 6, 2023, provided that any payment to a blocked

person must be made into a blocked account in accordance with the ITSR.

(b) This general license does not authorize any transactions otherwise prohibited by the ITSR or E.O. 13846, including transactions involving any person blocked pursuant to the ITSR or E.O. 13846 other than the blocked persons described in paragraph (a) of this general license, unless separately authorized.

Andrea M. Gacki,

Director, Office of Foreign Assets Control.

Dated: June 2, 2023.

Andrea M. Gacki,

Director, Office of Foreign Assets Control.

[FR Doc. 2023–15368 Filed 7–19–23; 8:45 am]

BILLING CODE 4810–AL–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2023–0565]

RIN 1625–AA00

Safety Zone; St. Johns River, Jacksonville, FL

AGENCY: Coast Guard, DHS.

ACTION: Temporary interim rule and request for comments.

SUMMARY: The Coast Guard is establishing a temporary safety zone for navigable waters of the Atlantic Ocean and the St. Johns River around the Motor Vessel (M/V) ZHENG HOU 28. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by the transit of the heavy lift vessel through the St. John's River. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector Jacksonville or designated representative.

DATES: This temporary interim rule is effective without actual notice from July 20, 2023, through 11:59 p.m. on May 31, 2024. For the purposes of enforcement, actual notice will be used from 12:01 a.m. on July 16, 2023 July 20, 2023.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2023–0565 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Marine Science Technician First Class Anthony DeAngelo, Waterways

Management division, U.S. Coast Guard; telephone 904–714–7631, email Anthony.DeAngelo@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

COTP Captain of the Port
CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary interim rule 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 temporary interim rule because doing so would be impracticable. This safety zone must be established by July 16, 2023, in order to protect vessels and waterway users from the potential hazards associated with the transit of a large vessel carrying oversized gantry cranes.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this temporary interim rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this temporary interim rule would be contrary to the public interest because immediate action is needed to ensure the protection of vessels and waterway users in during the transit of the vessel, and during the offload and installation of the cranes.

We are soliciting comments on this rulemaking. If we determine that changes to this rulemaking action are necessary, the Coast Guard will consider comments received in a subsequent temporary interim rule or temporary final rule.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The Captain of the Port Sector Jacksonville (COTP) has determined that potential hazards associated with the transit of the Motor Vessel (M/V) ZHENG HOU 28, and during the offloading of its cargo, and their installation onto the

port. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone while the vessel is within the St. John's River.

IV. Discussion of the Rule

This rule establishes a safety zone from 12:01 a.m. on July 16, 2023 until 11:59 p.m. on December 31, 2023. A moving and fixed temporary safety zone will be established for the vessel M/V ZHENG HOU 28. The moving safety zone will cover all navigable waters of the Atlantic Ocean and the St. Johns River within a 100-yard diameter of the vessel from the time the vessel passes the St. Johns River Sea Buoy, until the vessel is moored at Blount Island. The fixed safety zone will cover all navigable waters of the St. Johns River, within 25 yards of the vessel, while it is moored at Blount Island. The duration of the safety zone is intended to protect personnel, vessels, and the marine environment in these navigable waters while the vessel is within the limits of the St. John's River. No vessel or person will be permitted to enter the safety zone without obtaining permission from the COTP or a designated representative.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders, and we discuss First Amendment rights of protestors.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This rule has not been designated a “significant regulatory action,” under section 3(f) of Executive Order 12866, as amended by Executive Order 14094 (Modernizing Regulatory Review). Accordingly, this rule has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the size, location, and duration of the safety zone. The size of the safety zone is small, as it only covers a limited area of the St. John's River and Atlantic Ocean, immediately surrounding the vessel. Further the zone shrinks even further once the vessel is moored at Blount Island, FL. The duration of the zone is intended to ensure the safety of vessels through the duration of the vessel's inbound and