

airspace. As a result, additional controlled airspace extending upward from the surface is needed to accommodate the SIAP at Mc Entire ANGS. An extension via the 164° bearing from the Mc Entire NDB for the NDB RWY 32 SIAP will be necessary. The length of the Class D airspace extension southeast of the NDB will be 6.3 miles, and the width of the airspace extension will be 5 miles.

EFFECTIVE DATE: 0901 UTC, February 24, 2000.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5627.

SUPPLEMENTARY INFORMATION:

History

On October 29, 1999, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending Class D airspace at Mc Entire ANGS, SC, (64 FR 209). This amendment modifies Class D airspace at Mc Entire ANGS. Designations for Class D airspace extending upward from the surface of the earth are published in FAA Order 7400.9G, dated September 1, 1999, and effective September 16, 1999, which is incorporated by reference in 14 CFR part 71.1. The Class D designation listed in this document will be published subsequently in the Order.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends Class D airspace at Mc Entire ANGS, Eastover, SC.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a Regulatory Evaluation, as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic

impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by Reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, 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 for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; EO 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 Federal Aviation Administration Order 7400.9G, Airspace Designations and Reporting Points, dated September 1, 1999, and effective September 16, 1999, is amended as follows:

Paragraph 500 Class D Airspace
* * * * *

ASO SC D Eastover, SC [Revised]

Eastover, Mc Entire ANGS, SC
(Lat. 33°55'06" N, long. 80°47'59" W)
Mc Entire NDB
(Lat. 33°56'09" N, long. 80°47'56" W)

That airspace extending upward from the surface to and including 2,800 feet MSL within a 4.5-mile radius of Mc Entire ANGS and within 2.5 miles each side of the 164° bearing from the Mc Entire NDB, extending 6.3 miles southeast of the NDB. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on December 2, 1999.

Nancy B. Shelton,

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

[FR Doc. 99-32346 Filed 12-13-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 26 and 161

[USCG-1999-6141]

RIN 2115-AF92

Puget Sound Vessel Traffic Service

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule.

SUMMARY: By this direct final rule, the Coast Guard amends the designated monitoring areas of the Puget Sound Vessel Traffic Service (VTS). This amendment enhances safe navigation by moving a frequency-monitoring boundary so that mariners are no longer required to change designated frequencies and report to the VTS while attempting to negotiate a bend in the navigational channel.

DATES: This rule is effective on March 15, 2000, unless an adverse comment, or notice of intent to submit an adverse comment, reaches the Docket Management Facility on or before February 14, 2000. If we receive an adverse comment, or notice of intent to submit an adverse comment, we will withdraw this direct final rule and publish a timely notice of withdrawal in the **Federal Register**.

ADDRESSES: To make sure your comments and related material are not entered more than once in the docket, please submit them by only one of the following methods:

- (1) By mail to the Docket Management Facility (USCG-1999-6141), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.
- (2) By delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.
- (3) By fax to the Docket Management Facility at 202-493-2251.
- (4) Electronically through the Web Site for the Docket Management System at <http://dms.dot.gov>.

The Docket Management Facility maintains the public docket for this rulemaking. Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m.

and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this rule, call Jorge Arroyo, Office of Vessel Traffic Management (G-MWV), Coast Guard, telephone 202-267-6277 or E-mail jarroyo@comdt.uscg.mil. For questions on viewing or submitting material to the docket, call Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION:

Request for Comments

We encourage you to participate in this rulemaking by submitting comments and related material. If you do so, please include your name and address, identify the docket number for this rulemaking (USCG-1999-6141), indicate the specific section of this document to which each comment applies, and give the reason for each comment. You may submit your comments and material by mail, hand delivery, fax, or electronic means to the Docket Management Facility at the address under **ADDRESSES**; but please submit your comments and material by only one means. If you submit them by mail or hand delivery, submit them in an unbound format, no larger than 8½ by 11 inches, suitable for copying and scanning. If you mail your comments and would like to know they reached the Facility, please enclose a stamped, self-addressed postcard or envelope. We will consider all comments and material received during the comment period. We may change this rule in view of them.

Regulatory Information

The Coast Guard is publishing a direct final rule, the procedures of which are outlined in 33 CFR 1.05-55, because no adverse comment is anticipated. If no adverse comment or notice of intent to submit an adverse comment is received within the specified comment period, this rule will become effective as stated in the **DATES** section. In that case, approximately 30 days before the effective date, we will publish a document in the **Federal Register** stating that no adverse comment was received and confirming that this rule will become effective as scheduled. However, if we receive an adverse comment or notice of intent to submit an adverse comment, we will publish a document in the **Federal Register** announcing withdrawal of all or part of this direct final rule. If an adverse comment applies to an amendment,

paragraph, or section of this rule and it is possible to address that provision separately without defeating the purpose of this rule, we may adopt as final those provisions of this rule on which no adverse comment was received. Any provision of this rule that was the subject of an adverse comment will be withdrawn. If we decide to proceed with a rulemaking following receipt of an adverse comment, we will publish a separate Notice of Proposed Rulemaking (NPRM) and provide a new opportunity for comment.

A comment is considered “adverse” if the comment explains why this rule would be inappropriate, including a challenge to the rule’s underlying premise or approach, or would be ineffective or unacceptable without a change.

Background and Discussion of Changes

To manage and communicate effectively with all vessels and users within the Puget Sound Vessel Traffic Service (VTS), we have divided the VTS area into two distinct monitoring areas. The designated radio frequency for each area will remain the same and are described in 33 CFR parts 26 and 161. If you use the VTS, you must change designated radio frequencies and report to the VTS when you are crossing the boundary between monitoring areas. Traditionally, a user moving between the two areas would make the report while attempting to negotiate a bend in the navigational channel.

In 1997, we made technological improvements to the communications and surveillance equipment at the Seattle Center of the VTS. As personnel at the Center became more adept with the upgraded equipment, they recognized that this situation could be alleviated with a slight alteration to the designated monitoring areas.

In an effort to enhance safe navigation and improve procedures within the Seattle Center, the boundary line that delineates the monitoring areas will be moved approximately 3 miles south of its existing location (i.e., from a line connecting Marrowstone Point and Lagoon Point to a line connecting Nodule Point and Bush Point). This rule does not change any substantive requirements of existing regulations. The purpose of this rulemaking is to change a frequency-monitoring boundary within the VTS area. We will move the boundary, described as “a line connecting Marrowstone Point and Lagoon Point” approximately 3 miles to the south and rename the boundary “a line connecting Nodule Point and Bush Point.” We have changed tables 26.03(f)

and 161.12(b) to reflect the new frequency boundary.

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. The Office of Management and Budget has not reviewed it 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). We expect 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.

This rule will not impose any additional costs on industry. It will not impose any new costs on the public because it does not create a new requirement. This rulemaking simply shifts the boundary between two existing monitoring areas.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we considered whether this rule will have a significant economic impact on a substantial number of small entities. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

This change in the location of a boundary will impose no new costs. Therefore, 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. Comments submitted in response to this finding will be evaluated under the criteria in the “Regulatory Information” section of this preamble.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we want to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking. If the rule will affect your small business, or organization, or governmental organization and you have questions concerning its provisions or options for compliance, please contact Mr. Jorge Arroyo, Office of Vessel Traffic Management (G-MWV), Coast Guard, telephone 202-267-6277.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule will call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

Federalism

We have analyzed this rule under E.O. 13132 and have determined that this rule does not have implications for federalism under that order.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their regulatory actions not specifically required by law. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more

in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule will not effect a taking of private property or otherwise have taking implications under E.O. 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of E.O. 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not concern an environmental risk to health or risk to safety that may disproportionately affect children.

Environment

We considered the environmental impact of this rule and concluded that, under figure 2-1, paragraph 34(i) of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation.

The shift in the boundary line will have no impact on the environment. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

List of Subjects

33 CFR Part 26

Communications equipment, Marine safety, Radio, Telephone, Vessels.

33 CFR Part 161

Harbors, Navigation (water), Reporting and Recordkeeping requirements, Vessels, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR parts 26 and 161 as follows:

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

1. The authority citation for part 26 continues to read as follows:

Authority: 14 U.S.C. 2; 33 U.S.C. 1201-1208; 49 CFR 1.45(b), 1.46; Rule 1, International Regulations for the Prevention of Collisions at Sea.

2. In § 26.03, in table 26.03(f), revise the entry for Seattle Traffic to read as follows:

§ 26.03 Radiotelephone required.

* * * * *

TABLE 26.03(F)—VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services ¹ call sign	Designated frequency ² (channel designation)	Monitoring area
*	*	*
Puget Sound ⁵		
Seattle Traffic ⁶	156.700 MHz (Ch.14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N 122°40.05'W) and Bush Point (48°01.5'N 122°36.23'W) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N 122°40'W) on Whidbey Island to the shoreline.
	156.250 MHz (Ch.5A)	The navigable waters of the Strait of Juan de Fuca east of 124°40'W, excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N 123°32'W); the navigable waters of the Strait of Georgia east of 122°52'W; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N 123°32'W); the navigable waters of the Strait of Georgia east of 122°52'W; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N 122°40.05'W) and Bush Point (48°01.5'N 122°36.23'W) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N 122°40'W) on Whidbey Island to the shoreline.
*	*	*

Notes:
¹ VTS regulations are denoted in 33 CFR 161. All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

² In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

⁵ A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

⁶ Seattle Traffic may direct a vessel to monitor the other primary VTS frequency 156.250 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

PART 161—VESSEL TRAFFIC MANAGEMENT

Authority: 33 U.S.C. 1223, 1231; 49 CFR 1.46.

column and the entry for Puget Sound, Seattle Traffic to read as follows:

3. The authority citation for part 161 continues to read as follows:

4. In § 161.12, in table 161.12(b), revise the heading for the second

§ 161.12 Vessel operating requirements.

* * * * *

TABLE 161.12(B)—VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services call sign	Designated frequency ¹ (channel designation)	Monitoring area
Puget Sound ⁴ Seattle Traffic ⁵	156.700 MHz (Ch.14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Nodule Point (48°01.5'N 122°40.05'W) and Bush Point (48°01.5'N 122°36.23'W) in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point (47°34'N 122°40'W) on Whidbey Island to the shoreline.
	156.250 MHz (Ch.5A)	The navigable waters of the Strait of Juan de Fuca east of 124°40'W, excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks (48°18'N 123°32'W); the navigable waters of the Strait of Georgia east of 122°52'W; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks (48°18'N 123°32'W); the navigable waters of the Strait of Georgia east of 122°52'W; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Nodule Point (48°01.5'N 122°40.05'W) and Bush Point (48°01.5'N 122°36.23'W) and all waters of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point (47°34'N 122°40'W) on Whidbey Island to the shoreline.

Notes:

¹ In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

⁴ A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

⁵ Seattle Traffic may direct a vessel to monitor the other primary VTS frequency, 156.250 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

Dated: December 3, 1999.
Joseph J. Angelo,
Acting Assistant Commandant for Marine Safety and Environmental Protection.
 [FR Doc. 99-32097 Filed 12-13-99; 8:45 am]
BILLING CODE 4910-15-U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 9

[FRL-6505-8]

OMB Approvals Under the Paperwork Reduction Act; Technical Amendment

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: In compliance with the Paperwork Reduction Act (PRA), this technical amendment amends the table

that lists the Office of Management and Budget (OMB) control numbers issued under the Paperwork Reduction Act for Risk Management Program Requirements and Petitions to Modify the List of Regulated Substances under Section 112(r) of the Clean Air Act. The final rule establishing the list of regulated substances and threshold quantities under CAA section 112(r) was published on January 31, 1994 (59 FR 4478, "List Rule"), which also includes provisions and procedures for submitting a petition to add or delete a substance. The requirements for the Risk Management Program was published on June 20, 1996 (61 FR 31668, "RMP Rule"). EPA combined the information collection requirements promulgated under these two rules.

EFFECTIVE DATE: December 14, 1999.

FOR FURTHER INFORMATION CONTACT: Sicy Jacob, 202-260-7249.

SUPPLEMENTARY INFORMATION: EPA is amending the table of currently approved information collection request (ICR) control numbers issued by OMB for various regulations. This amendment updates the table to list those information collection requirements in the List Rule and the RMP Rule. EPA combined the information collection requirements promulgated under these two rules, which was approved by OMB on September 30, 1999 (OMB Control No. 2050-0144). The affected regulations, Chemical Accident Prevention Provisions, are codified at 40 CFR part 68. EPA will continue to present OMB control numbers in a consolidated table format to be codified in 40 CFR part 9 of the Agency's regulations, and in each CFR volume containing EPA regulations. The table