

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, and 97.35 [Amended]**

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

\* \* \* *Effective August 10, 2000*

Glendale, AZ, Glendale Muni, RNAV RWY 19, Orig  
 Ocala, FL, Ocala Regional/Jim Taylor Field, VOR RWY 36, Amdt 17  
 Ocala, FL, Ocala Regional/Jim Taylor Field, NDB RWY 36, Amdt 5  
 Eastman, GA, Heart of Georgia Regional, VOR/DME OR GPS-A, Amdt 6  
 Ames, IA, Ames Muni, RNAV RWY 1, Orig  
 Hampton, IA, Hampton Muni, RNAV RWY 17, Orig  
 Hampton, IA, Hampton Muni, RNAV RWY 35, Orig  
 Newton, IA, Newton Muni, VOR RWY 32, Amdt 9A  
 Alexandria, LA, Alexandria Intl, ILS/DME RWY 14, Amdt 1, CANCELLED  
 Alexandria, LA, Alexandria Intl, ILS RWY 14 Orig  
 Leonardtown, MD, St. Mary's County, VOR RWY 11, Amdt 4, CANCELLED  
 Kansas City, MO, Kansas City Intl, NDB RWY 19L, Orig-A  
 St. Louis, MO, Spirit of St. Louis, NDB RWY 8R, Amdt 11B  
 St. Louis, MO, Spirit of St. Louis, NDB OR GPS RWY 26L, Amdt 2A  
 Kimball, NE, Kimball Muni/Robert E. Arraj Field, GPS RWY 28, Orig-A  
 Lexington, NE, Lexington/Jim Kelly Field, GPS RWY 32, Orig-A  
 Lincoln, NE, Lincoln Muni, VOR OR GPS RWY 17R, Amdt 11B  
 Lincoln, NE, Lincoln Muni, NDB OR GPS RWY 35L, Amdt 8B  
 North Platte, NE, North Platte Regional Airport/Lee Bird Field, VOR OR GPS RWY 35, Amdt 17B  
 North Platte, NE, North Platte Regional Airport/Lee Bird Field, NDB OR GPS RWY 30, Amdt 3B  
 Omaha, NE, Eppley Airfield, NDB RWY 32L, Amdt 1A  
 Scottsbluff, NE, Western Nebraska Regional/William B. Heilig Field, VOR/DME OR GPS RWY 5, Amdt 4A  
 Scottsbluff, NE, Western Nebraska Regional/William B. Heilig Field, VOR OR TACAN OR GPS RWY 23, Amdt 11A  
 Scottsbluff, NE, Western Nebraska Regional/William B. Heilig Field, LOC BC RWY 12, Amdt 8A  
 Scottsbluff, NE, Western Nebraska Regional/William B. Heilig Field, NDB OR GPS RWY 12, Amdt 8A  
 Hobbs, NM, Lea County (Hobbs), VOR OR TACAN RWY 3, Amdt 20A  
 Hobbs, NM, Lea County (Hobbs), VOR/DME OR TACAN RWY 21, Amdt 8A  
 Hobbs, NM, Lea County (Hobbs), LOC/DME BC RWY 21, Amdt 5B  
 Oklahoma City, OK, Sundance Airpark, VOR RWY 17, Amdt 1

Oklahoma City, OK, Will Rogers World, VOR RWY 17L, Amdt 2  
 Baytown, TX, RWJ Airpark, RNAV RWY 26, Orig  
 Brownwood, TX, Brownwood Regional, RNAV RWY 17, Orig  
 Brownwood, TX, Brownwood Regional, RNAV RWY 35, Orig  
 Fort Worth, TX, Fort Worth Alliance, ILS RWY 16L, Amdt 5  
 Fort Worth, TX, Fort Worth Alliance, ILS RWY 34R, Amdt 4  
 Fort Worth, TX, Fort Worth Alliance, RNAV RWY 16L, Orig  
 Fort Worth, TX, Fort Worth Alliance, RNAV RWY 34R, Orig  
 Fort Worth, TX, Fort Worth Alliance, GPS RWY 16L, Orig-B, CANCELLED  
 Fort Worth, TX, Fort Worth Alliance, GPS RWY 34R, Orig-B, CANCELLED  
 Killeen, TX, Killeen Muni, NDB OR GPS RWY 1, Amdt 5B  
 McAllen, TX, McAllen Miller Intl, VOR RWY 13, Amdt 15A  
 McAllen, TX, McAllen Miller Intl, NDB RWY 13, Amdt 6A  
 San Antonio, TX, San Antonio Intl, NDB RWY 12R, Amdt 20C  
 San Antonio, TX, San Antonio Intl, NDB RWY 30L, Amdt 11B  
 Elkins, WV, Elkins-Randolph County-Jennings Randolph Field, NDB-A, Orig, CANCELLED  
 Green Bay, WI, Austin Straubel Intl, VOR OR GPS RWY 12, Amdt 18, CANCELLED  
 Green Bay, WI, Austin Straubel Intl, VOR-A, Orig  
 Green Bay, WI, Austin Straubel Intl, VOR/DME OR TACAN RWY 36, Amdt 8  
 Green Bay, WI, Austin Straubel Intl, NDB RWY 6, Amdt 17  
 Green Bay, WI, Austin Straubel Intl, ILS RWY 36, Amdt 7  
 Green Bay, WI, Austin Straubel Intl, RADAR-1, Amdt 9  
 Green Bay, WI, Austin Straubel Intl, RNAV RWY 6, Orig  
 Green Bay, WI, Austin Straubel Intl, RNAV RWY 36, Orig

\* \* \* *Effective October 5, 2000*

Fort Smith, AR, Fort Smith Muni, VOR OR TACAN OR GPS RWY 25, Amdt 20B  
 Fort Smith, AR, Fort Smith Muni, NDB RWY 25, Amdt 24A  
 Little Rock, AR, Adams Field, GPS RWY 4L, Orig-A  
 Little Rock, AR, Adams Field, GPS RWY 4R, Orig-A  
 Little Rock, AR, Adams Field, GPS RWY 22L, Orig-A  
 Topeka, KS, Forbes Field, VOR/DME RNAV RWY 13, Amdt 4A  
 Point Lookout, MO, M. Graham Clark, NDB RWY 29, Amdt 7A  
 Point Lookout, MO, M. Graham Clark, VOR/DME RNAV OR GPS RWY 29, Amdt 2B  
 Point Lookout, MO, M. Graham Clark, GPS RWY 11, Orig-B  
 Grand Island, NE, Central Nebraska Regional, LOC/DME BC RWY 17, Amdt 9B  
 Lincoln, NE, Lincoln Muni, VOR OR GPS RWY 17L, Amdt 6C  
 Lincoln, NE, Lincoln Muni, GPS RWY 14, Orig-A  
 McCook, NE, McCook Muni, VOR OR GPS RWY 21, Amdt 4C

Sidney, NE, Sidney Muni, GPS RWY 30, Orig-B  
 Omaha, NE, Eppley Airfield, NDB OR GPS RWY 14R, Amdt 24A  
 Oklahoma City, OK, Will Rogers World, NDB RWY 17R, Amdt 24A  
 Oklahoma City, OK, Will Rogers World, NDB RWY 35R, Amdt 5B  
 Victoria, TX, Victoria Regional, NDB RWY 12L, Amdt 4A  
 Waco, TX, McGregor Muni, GPS RWY 17, Orig-A

[FR Doc. 00-13833 Filed 6-1-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 97**

[Docket No. 30058; Amdt. No. 1994]

**Standard Instrument Approach Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which affected airport is located; or
3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase*

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription*

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

**FOR FURTHER INFORMATION CONTACT:**

Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 14 CFR part 51, and § 97.20 of the Federal Aviation's Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description

of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

**The Rule**

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAMs for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been canceled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

**Conclusion**

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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria for the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 97**

Air traffic control, Airports, Navigation (air).

Issued in Washington, DC, on May 26, 2000.

**L. Nicholas Lacey,**

*Director, Flight Standards Service.*

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

**PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES**

1. The authority citation for part 97 is revised to read as follows:

**Authority:** 49 U.S.C. 40103, 40113, 40120, 44701; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

**§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]**

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER, SIAPs, identified as follows:

FDC date	State	City	Airport	FDC number	SIAP
04/20/00 .....	IA	Ottumwa .....	Ottumwa Industrial .....	FDC 0/3913	LOC/DME BC RWY 13, AMDT 2B...
04/20/00 .....	VA	Marion/Wytheville .....	Mountain Empire .....	FDC 0/1361	NDB RWY 26 AMDT 1...
04/20/00 .....	VA	Marion/Wytheville .....	Mountain Empire .....	FDC 0/1363	GPS RWY 26 ORIG...
05/10/00 .....	GA	Douglas .....	Douglas Muni .....	FDC 0/4874	GPS RWY 22, ORIG...
05/10/00 .....	GA	Douglas .....	Douglas Muni .....	FDC 0/4875	GPW RWY 4, ORIG...
05/10/00 .....	GA	Douglas .....	Douglas Muni .....	FDC 0/4877	LOC RWY 4, AMDT 2A...

FDC date	State	City	Airport	FDC number	SIAP
05/10/00	TN	Memphis	Memphis Intl	FDC 0/4868	ILS RWY 27, AMDT 2A...
05/10/00	WA	Ephrata	Ephrata Muni	FDC 0/4898	VOR/DME OR GPS RWY 2, AMDT 3...
05/10/00	WA	Spokane	Felts Field	FDC 0/4885	VOR OR GPS RWY 3L, AMDT 2A...
05/10/00	WA	Walla Walla	Walla Walla Regional	FDC 0/4870	VOR OR GPS RWY 16, AMDT 11...
05/10/00	WA	Walla Walla	Walla Walla Regional	FDC 0/4887	VOR RWY 2, AMDT 10...
05/11/00	CA	Napa	Napa County	FDC 0/4818	VOR OR GPS RWY 6, AMDT 11...
05/11/00	CA	Napa	Napa County	FDC 0/4943	LOC RWY 36L AMDT 2B...
05/11/00	CA	Sacramento	Sacramento Mather	FDC 0/4920	VOR OR GPS RWY 4R ORIG-A...
05/11/00	CA	South Lake Tahoe	Lake Tahoe	FDC 0/4921	VOR/DME OR GPS-A, AMDT 3...
05/11/00	GUA	Agana	Guam Intl	FDC 0/4940	GPS RWY 24R ORIG...
05/11/00	MO	New Madrid	County Memorial	FDC 0/4969	NDB RWY 18, AMDT 2...
05/11/00	MO	New Madrid	County Memorial	FDC 0/4970	VOR/DME RNAV OR GPS RWY 18, AMDT 1...
05/11/00	WA	Ephrata	Ephrata Muni	FDC 0/4926	VOR OR GPS RWY 20, AMDT 18...
05/12/00	CA	Chico	Chico	FDC 0/4986	GPS RWY 31R ORIG...
05/12/00	GA	Douglas	Douglas Muni	FDC 0/4995	NDB RWY 4, AMDT 2A...
05/12/00	KY	Flemingsburg	Fleming-Mason	FDC 0/5008	NDB RWY 25, ORIG...
05/12/00	WA	Burlington/Mount Vernon	Skagit Regional	FDC 0/4989	GPS RWY 28, ORIG...
05/12/00	WA	Burlington/Mount Vernon	Skagit Regional	FDC 0/4991	GPS RWY 10, AMDT 1...
05/12/00	WA	Burlington/Mount Vernon	Skagit Regional	FDC 0/4993	NDB RWY 10, AMDT 3...
05/15/00	KY	Flemingsburg	Fleming-Mason	FDC 0/5054	VOR/DME OR GPS-A, AMDT 5...
05/15/00	WI	Madison	Dane County Regional-Truax Field	FDC 0/5080	ILS RWY 36, AMDT 29B...
05/16/00	OK	Tulsa	Tulsa Intl	FDC 0/5163	RADAR-1, AMDT 17C...
05/17/00	GA	Camilla	Camilla-Mitchell County	FDC 0/5234	NDB OR GPS RWY 8, AMDT 1...
05/18/00	OH	Columbus	Ohio State University	FDC 0/5291	GPS RWY 94, ORIG-B...
05/18/00	OH	Wooster	Wayne County	FDC 0/5280	VOR RWY 28, ORIG-B...
05/18/00	OH	Wooster	Wayne County	FDC 0/5281	GPS RWY 28, AMDT 1...
05/18/00	OH	Wooster	Wayne County	FDC 0/5282	NDB RWY 28, AMDT 7B...
05/18/00	OH	Wooster	Wayne County	FDC 0/5283	VOR OR GPS RWY 10, ORIG-B...
05/19/00	FL	Orlando	Executive	FDC 0/5358	GPS RWY 25, ORIG-B...
05/19/00	KS	Garden City	Garden City Regional	FDC 0/5354	VOR/DME OR GPS RWY 30, ORIG...
05/19/00	MO	St Joseph	Rosecrans Memorial	FDC 0/5348	THIS REPLACES FDC 0/4496 VOR OR TACAN RWY 17, AMDT 13...
05/19/00	TX	Abilene	Abilene Regional	FDC 0/5330	ILS RWY 35R, AMDT 6A...
05/19/00	TX	Abilene	Abilene Regional	FDC 0/5331	NDB RWY 35R, AMDT 5B...
05/19/00	TX	Abilene	Abilene Regional	FDC 0/5334	GPS RWY 35R, ORIG-A...
05/22/00	CA	Concord	Buchanan Field	FDC 0/5407	LDA RWY 19R, AMDT 7B...
05/22/00	CA	Concord	Buchanan Field	FDC 0/5408	VOR RWY 19R, AMDT 12B...
05/22/00	MI	Hancock	Houghton County Memorial	FDC 0/5425	VOR RWY 31, AMDT 14...
05/22/00	MI	Hancock	Houghton County Memorial	FDC 0/5426	VOR OR GPS RWY 25, AMDT 17...
05/22/00	MI	Hancock	Houghton County Memorial	FDC 0/5427	VOR OR GPS RWY 13, AMDT 15...
05/23/00	GA	Milledgeville	Baldwin County	FDC 0/5436	GPS RWY 10, ORIG-A...
05/23/00	GA	Milledgeville	Baldwin County	FDC 0/5437	NDB RWY 28, ORIG-A...
05/23/00	GA	Milledgeville	Baldwin County	FDC 0/5439	GPS RWY 28, ORIG-A...
05/24/00	MI	Hancock	Houghton County Memorial	FDC 0/5488	LOC/DME BC RWY 13, AMDT 11A...

[FR Doc. 00-13834 Filed 6-1-00; 8:45 am]  
BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[CGD01-99-198]

RIN 2115-AA97

#### Safety Zone: Parade of Tall Ships Newport 2000, Newport, RI

AGENCY: Coast Guard, DOT.

ACTION: Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary moving safety zone around vessels participating in the Newport, RI, parade of Tall Ships on July 2, 2000. The moving safety zone will extend two hundred (200) yards ahead of the lead vessel to two hundred (200) yards astern of the last vessel in the parade, and two hundred (200) yards abeam of each parading vessel along the designated parade route. The safety zone is needed to protect each of the Tall Ships, which will have limited maneuverability, from damage as well as protect passing and spectator vessels. Entry into this zone will be prohibited unless authorized by the Captain of the Port, Providence, Rhode Island.

**DATES:** This rule is effective from 10 a.m. until 4 p.m. on July 2, 2000.

**ADDRESSES:** Comments and material received from the public as well as documents indicated in this preamble as being available in the docket are available for inspection or copying at Coast Guard Marine Safety Office Providence, 20 Risho Avenue, Providence, Rhode Island 02914 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** CWO John W. Winter at Marine Safety Office Providence, (401) 435-2335.

#### SUPPLEMENTARY INFORMATION:

##### Regulatory Information

On March 22, 2000, we published a notice of proposed rulemaking (NPRM) entitled Parade of Tall Ships Newport 2000, Newport, RI in the **Federal Register** (65 FR 15283). We received no comments. No public hearing was requested, and none was held.

##### Background and Purpose

This rule is needed to ensure the safe navigation of the Tall Ships and other smaller sailing vessels participating in a parade of sail on Sunday, July 2, 2000,

as well as the safety of spectator craft. The entire parade event is scheduled to last approximately six hours, beginning at 10 a.m. and ending at 4 p.m. The parading vessels will transit outbound from Newport Harbor, then north through the East Passage, Narragansett Bay, underneath the Newport Bridge, westward around Gould Island, and then southbound out to sea.

The parade of sail route extends through the East Passage of Narragansett Bay and passes through the following points: (see NOAA Charts(s) #13218, 13221, 13223).

Latitude	Longitude
41°30'18"N .....	71°20'58"W
41°31'43"N .....	71°20'00"W
41°33'29"N .....	71°19'14"W
41°33'29"N .....	71°20'55"W
41°32'19"N .....	71°21'12"W
41°28'45"N .....	71°20'45"W
41°27'44"N .....	71°22'24"W

##### 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 safety zone involves only the southeast portion of Narragansett Bay and will shut down the East passage to commercial and recreation traffic during the event. The effect of this regulation will not be significant because this rule would be in effect for only 6 hours. Recreational vessel traffic could pass safely around the safety zone through the West passage, and maritime advisories will be made well in advance allowing large commercial traffic to schedule around the event.

##### 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.

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.

This rule will affect the following entities, some of which might be small entities: the owners or operators of vessels intending to transit or anchor in a small portion of Narragansett Bay from 10 a.m. and 4 p.m. on July 2, 2000.

This safety zone will not have a significant economic impact on a substantial number of small entities for the following reasons: This rule will only be in effect for 6 hours; recreational vessel traffic can pass safely around the safety zone through the West passage; and, before the effective period, we will issue maritime advisories widely available to users of the bay, allowing large commercial traffic ample time to schedule around the event.

##### Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), we offered to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking. No requests for assistance were received. Small businesses may send comments on the actions of the 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 Executive Order 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) governs the issuance of Federal regulations that require unfunded mandates. An unfunded mandate is a regulation that requires a State, local, or tribal government or the private sector to incur direct costs without the Federal