

documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. 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 on 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 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (NFDC) 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 SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, 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 SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. 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 some 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 of the Regulatory Flexibility Act.

### List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on February 4, 2000.

**L. Nicholas Lacy,**  
*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. 106(g), 40103, 40113, 40120, 44701; 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, 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 February 24, 2000*

Atlanta, GA, The William B. Hartsfield Atlanta Intl, ILS RWY 8L, Amdt 2  
Boston, MA, General Edward Lawrence Logan Intl, RNAV RWY 4R, Orig  
Boston, MA, General Edward Lawrence Logan Intl, GPS RWY 4R, Orig,  
CANCELLED  
Atlantic City, NJ, Atlantic City Intl, RNAV RWY 13, Orig  
Greenville, NC, Pitt-Greenville, NDB RWY 20, Amdt 15

Greenville, NC, Pitt-Greenville, ILS RWY 20, Amdt 3  
Sherman/Denison, TX, Grayson County, ILS RWY 17L, Orig  
Charlottesville, VA, Charlottesville-Albemarle, RNAV, RWY 3, Orig  
Morgantown, WV, Morgantown Muni-Walter L Bill Hart Field, RNAV RWY 18, Orig  
Morgantown, WV, Morgantown Muni-Walter L Bill Hart Field, GPS RWY 18, Orig,  
CANCELLED

\* \* \* *Effective March 23, 2000*

Cocoa, FL, Merritt Island, NDB RWY 11, Amdt 1  
Jasper, TX, Jasper County-Bell Field, NDB RWY 18, Amdt 9  
Jasper, TX, Jasper County-Bell Field, GPS RWY 18, Amdt 1  
Jasper, TX, Jasper County-Bell Field, GPS RWY 36, Orig

\* \* \* *Effective April 20, 2000*

Yap Island, FM, Yap International, GPS RWY 7, Amdt 1  
Yap Island, FM, Yap International, GPS RWY 25, Amdt 1  
Lakeland, FL, Lakeland Linder Regional, VOR OR GPS RWY 9, Amdt 3  
Lakeland, FL, Lakeland Linder Regional, VOR OR GPS RWY 27, Amdt 6  
Lakeland, FL, Lakeland Linder Regional, NDB OR GPS RWY 5, Amdt 3  
Lakeland, FL, Lakeland Linder Regional, ILS RWY 5, Amdt 6  
Westfield, MA, Barnes Muni, VOR OR TACAN RWY 2, Amdt 4  
Westfield, MA, Barnes Muni, VOR RWY 20, Amdt 20  
Westfield, MA, Barnes, NDB RWY 20, Amdt 15  
Westfield, MA, Barnes, ILS RWY 20, Amdt 5  
Majuro Atoll, MH, Marshall Islands Intl, GPS RWY 7, Amdt 1  
Majuro Atoll, MH, Marshall Islands Intl, GPS RWY 25, Amdt 1  
Minneapolis, MN, Flying Cloud, VOR OR GPS RWY 36, Amdt 12  
Babelthup Island, PW, Babelthup/Koror, GPS RWY 9, Amdt 1  
Babelthup Island, PW, Babelthup/Koror, GPS RWY 27, Amdt 1  
Blacksburg, VA, Virginia Tech, NDB OR GPS-A, Amdt 3

[FR Doc. 00-2955 Filed 2-8-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Coast Guard

### 33 CFR Part 117

[CGD01-00-001]

### Drawbridge Operation Regulations: Chelsea River, Massachusetts

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of temporary deviation; withdrawal.

**SUMMARY:** The Commander, First Coast Guard District has withdrawn the

temporary deviation from the drawbridge operation regulations for the P.J. McArdle Bridge, mile 0.3, across the Chelsea River between Chelsea and East Boston, Massachusetts. This withdrawal was necessary because the bridge has been repaired and is operating under its normal operating regulations. The normal operating regulations require the bridge to open on signal at all times for vessel traffic.

**DATES:** This deviation withdrawal is effective January 18, 2000.

**FOR FURTHER INFORMATION CONTACT:** John McDonald, Project Officer, First Coast Guard District, at (617) 223-8364.

**SUPPLEMENTARY INFORMATION:** The bridge owner, the City of Boston, requested a temporary deviation from the operating regulations to facilitate vehicular and pedestrian traffic during electrical repairs at the P. J. McArdle Bridge, mile 0.3, across the Chelsea River between East Boston and Chelsea, Massachusetts. The submarine electrical cable for the bridge was damaged during harbor dredging operations requiring emergency repairs to be implemented in order to restore bridge operation and facilitate marine traffic.

The Coast Guard issued a temporary deviation from the operating regulations published in the **Federal Register** (65 FR 2541; January 18, 2000) effective January 6, 2000 through March 5, 2000. The purpose of the deviation was to help facilitate vehicular traffic during the weekday rush hours.

A temporary auxiliary operating system has been installed to open the bridge and the bridge is now operating under its normal operating regulations.

The temporary deviation from the operating regulations is no longer necessary as a result of the bridge being returned to a fully operable status. The bridge owner was advised on January 18, 2000, that the deviation has been withdrawn.

Notice is given that the P.J. McArdle Bridge, mile 0.3, across the Chelsea River shall open on signal at all times for vessel traffic.

Dated: January 25, 2000.

**R.M. Larrabee,**

*Rear Admiral, U.S. Coast Guard Commander, First Coast Guard District.*

[FR Doc. 00-2897 Filed 2-8-00; 8:45 am]

**BILLING CODE 4910-15-P**

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 117

[CGD01-00-003]

RIN 2115-AE47

#### Drawbridge Operation Regulations: Reserved Channel, Massachusetts

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is removing the drawbridge operation regulations governing the Summer (L) Street Bridge, mile 0.2, across the Reserved Channel in Boston, MA. The bridge has been rebuilt as a fixed bridge and the operating regulations are no longer necessary. Notice and public procedure have been omitted from this action because the bridge the regulations formerly governed no longer exists.

**DATES:** This rule is effective February 9, 2000.

**ADDRESSES:** This docket (CGD01-00-003), is available for inspection or copying at the First Coast Guard District, Bridge Branch Office, 408 Atlantic Avenue, Boston, Massachusetts, 02110, 6:30 a.m. to 3 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. John W. McDonald, Project Officer, First Coast Guard District, (617) 223-8364.

#### SUPPLEMENTARY INFORMATION:

#### Background and Purpose

The Summer (L) Street Bridge has been removed and replaced with a fixed bridge that does not open for navigation. The operating regulations are now unnecessary and will be removed by this final rule.

The Coast Guard has determined that good cause exists under the Administrative Procedure Act (5 U.S.C. 553) to forego notice and comment for this rulemaking because notice and comment are unnecessary. Notice and comment are unnecessary because the bridge the regulations governed no longer exists.

The Coast Guard, for the reasons stated above, has determined that good cause exists for this rule to be effective upon publication in the **Federal Register**.

#### 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). This conclusion is based on the fact that the bridge the regulations governed no longer exists.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612) we considered whether this rule would 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 less than 50,000.

For reasons discussed in the Regulatory Evaluation section above, 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.

#### Collection of Information

This rule calls 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 Government's having first provided the funds to pay those unfunded mandate costs. This rule will not impose an unfunded mandate.

#### 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