

**Subpart F—Collateral Evaluation Requirements**

2. Section 614.4260 is amended by revising the introductory text of paragraph (c)(5) to read as follows:

**§ 614.4260 Evaluation requirements.**

\* \* \* \* \*

(c) \* \* \*

(5) Subsequent loan transactions (which include but are not limited to loan servicing actions, reamortizations, modifications of loan terms, and partial releases), provided that either:

\* \* \* \* \*

Dated: January 5, 1995.

**Floyd Fithian,**

*Acting Secretary, Farm Credit Administration Board.*

[FR Doc. 95-678 Filed 1-10-95; 8:45 am]

BILLING CODE 6705-01-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 121**

[Docket No. 25148; Admt. No. 121-240]

**Antidrug Program for Personnel Engaged in Specified Aviation Activities; Correction**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

**SUMMARY:** This document contains a correction to a final rule, Antidrug Program for Personnel Engaged in Specified Aviation Activities; Correction, published in the **Federal Register** on December 28, 1994.

**EFFECTIVE DATE:** December 28, 1994.

**FOR FURTHER INFORMATION CONTACT:** Ms. Julie B. Murdoch, (202) 366-6710.

**Correction to Final Rule**

In the final rule beginning on page 66672, in the issue of Wednesday, December 28, 1994, the following correction is being made:

1. On page 66672, second column, in the heading, the amendment number should be "121-240".

Dated: January 4, 1995.

**Donald P. Byrne,**

*Assistant Chief Counsel, Office of Chief Counsel.*

[FR Doc. 95-596 Filed 1-10-95; 8:45 am]

BILLING CODE 4910-13-M

**Coast Guard****33 CFR Part 117**

[CGD01-94-159]

RIN 2115-AE47

**Drawbridge Operation Regulations; Fore River, MA**

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

**SUMMARY:** The Coast Guard has changed the regulations governing the Quincy Weymouth SR3A Bridge over the Fore River at mile 3.5 between Quincy Point and North Weymouth, Massachusetts. This final rule changes the exemption in the regulations which had allowed any commercial vessel to obtain a bridge opening during the two vehicular traffic rush hour periods. This final rule will require the bridge to open only for self-propelled vessels greater than 10,000 gross tons during the two rush hour periods. This change to the regulations is expected to alleviate some of the traffic congestion caused when the bridge opens during rush hour.

**EFFECTIVE DATE:** February 10, 1995.

**ADDRESSES:** Unless otherwise indicated, documents referred to in this preamble are available for copying and inspection at the First Coast Guard District, Bridge Branch office located in the Captain John Foster Williams Federal Building, 408 Atlantic Ave., Boston, Massachusetts 02110-3350, room 628, between 6:30 a.m. and 3 p.m., Monday through Friday, except federal holidays. The telephone number is (617) 223-8364.

**FOR FURTHER INFORMATION CONTACT:** John W. McDonald, Project Manager, Bridge Branch, (617) 223-8364.

**SUPPLEMENTARY INFORMATION:****Drafting Information**

The principal persons involved in drafting this final rule are Mr. John W. McDonald, Project Officer, Bridge Branch, and Lieutenant Commander Samuel R. Watkins, Project Counsel, District Legal Office.

**Regulatory History**

On September 27, 1994, the Coast Guard published a notice of proposed rulemaking entitled "Drawbridge Operation Regulations; Fore River, Massachusetts" in the **Federal Register** (59 FR 49228). The Coast Guard received three letters commenting on the proposal. No public hearing was requested, and none was held.

**Background and Purpose**

The Coast Guard received requests from state and local officials to change the operating regulations listed in 33 CFR 117.621 which state that the Quincy Weymouth Bridge need not be opened from 6:30 a.m. to 9 a.m. and from 4:30 p.m. to 6:30 p.m., Monday through Friday. However, commercial vessels were exempt from these two vehicular rush hour closed periods and could have the bridge opened on signal at any time. Traffic delays resulted whenever the bridge opened during the morning and evening rush hours.

This final rule will change the wording to allow only self-propelled vessels greater than 10,000 gross tons to obtain a bridge opening during the two rush hour periods. By further limiting the number of rush hour openings, this change to the regulations should provide relief from traffic delays.

**Discussion of Comments and Changes**

Three comment letters were received by the Coast Guard in response to the publication of the notice of proposed rulemaking. Two letters were in favor of the proposed change to the regulations. One letter urged that the existing regulations be retained. No changes to the proposed rule have been made.

**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. It has been exempted from review by the Office of Management and Budget 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). The Coast Guard expects the economic impact of this final rule to be so minimal that a full Regulatory Evaluation, under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This conclusion is based on the fact that the regulation will not prevent mariners from passing through the Quincy Weymouth Bridge, but will only require mariners to plan their transits around the two closed periods.

**Small Entities**

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard considered whether this final rule will have a significant economic impact on a substantial number of small entities. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not

dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000. Because of the reasons discussed in the Regulatory Evaluation above, the Coast Guard certifies under 5 U.S.C. 605(b) that this final rule will not have a significant economic impact on a substantial number of small entities.

### Collection of Information

This final rule contains no collection of information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

### Federalism

The Coast Guard has analyzed this final rule under the principles and criteria contained in Executive Order 12612 and has determined that this final rule does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

### Environment

The Coast Guard considered the environmental impact of this final rule and concluded that, under paragraph 2.B.2.e.(32)(e) of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

### List of Subjects in 33 CFR Part 117

Bridges.

For the reasons set out in the preamble, the Coast Guard is amending 33 CFR part 117 as follows:

### PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

**Authority:** 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Section 117.621 is revised to read as follows:

#### § 117.621 Fore River.

The draw of the Quincy Weymouth SR3A bridge, mile 3.5 between Quincy Point and North Weymouth, Massachusetts, shall open on signal, except that:

(a) From 6:30 a.m. to 9 a.m. and from 4:30 p.m. to 6:30 p.m., Monday through Friday, except holidays observed in the locality, the draw need not be opened.

(b) The draw shall open on signal at all times for self-propelled vessels greater than 10,000 gross tons.

Dated: December 30, 1994.

**J.L. Linnon,**

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

[FR Doc. 95-564 Filed 1-10-95; 8:45 am]

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## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[FL-049-2-5818a; FL-049-2-6132a; FL-058-5819a FRL-5133-9]

### Approval and Promulgation of Implementation Plans; Florida: Approval of Revisions to Florida Regulations

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Direct final rule.

**SUMMARY:** EPA is approving revisions to the Florida State Implementation Plan (SIP). These revisions were submitted to EPA through the Florida Department of Environmental Protection (FDEP) on January 8, 1993 and April 25, 1994. They revise regulations in Florida's SIP addressing new source review (NSR), non-control technology guidelines (non-CTG) for reasonably available control technology (RACT), and adds nitrogen oxide (NO<sub>x</sub>) as a RACT requirement in the South Florida nonattainment area in Florida's SIP. This plan has been submitted by the FDEP as an integral part of the program to achieve and maintain the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, nitrogen dioxide and sulfur dioxide. These regulations meet all of EPA requirements and therefore EPA is approving the SIP revisions.

**DATES:** This final rule will be effective March 13, 1995, unless adverse or critical comments are received by February 10, 1995. If the effective date is delayed, timely notice will be published in the **Federal Register**.

**ADDRESSES:** Written comments on this action should be addressed to Alan Powell, at the EPA Regional Office listed below.

Copies of the documents relative to this action are available for public inspection during normal business hours at the following locations. The interested persons wanting to examine these documents should make an appointment with the appropriate office at least 24 hours before the visiting day.

Air and Radiation Docket and Information Center (Air Docket 6102), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460.

Environmental Protection Agency, Region 4 Air Programs Branch, 345 Courtland Street, NE, Atlanta, Georgia 30365.

Florida Department of Environmental Protection, 2600 Blair Stone Road, Tallahassee, Florida 32399.

**FOR FURTHER INFORMATION CONTACT:** Alan Powell, Regulatory Planning and Development Section, Air Programs Branch, Air, Pesticides & Toxics Management Division, Region 4, Environmental Protection Agency, 345 Courtland Street, NE, Atlanta, Georgia 30365. The telephone number is 404/347-3555 extension 4209. Reference file FL-49-5818.

**SUPPLEMENTARY INFORMATION:** On November 15, 1990, the President signed into law the Clean Air Act Amendments of 1990. The Clean Air Act as amended in 1990 (CAA) includes new requirements for the improvement of air quality in ozone nonattainment areas. Under section 181(a) of the CAA, nonattainment areas were classified by the severity of the ozone problem, and section 182 contains requirements for progressively more stringent control measures for each classification of higher ozone concentrations. The classification of an area in a specific category was based on the ambient air quality data obtained in the three year period 1987-1989. The Jacksonville area (Duval County) was classified as transitional because it did not have any ozone violations; the Tampa/St. Petersburg area (Hillsborough and Pinellas counties) area was classified as a marginal nonattainment area and the South Florida area (Broward, Palm Beach, and Dade counties) was classified as a moderate ozone nonattainment area. The SIP revisions address several of the CAA requirements for ozone nonattainment areas.

### General

On January 8, 1993, and April 25, 1994, Florida submitted SIP revision packages containing regulations governing NSR, non-CTG RACT, NO<sub>x</sub> RACT, emissions testing, air quality designations and gasoline vapor recovery. The regulations pertaining to emissions testings, air quality designations and gasoline vapor recovery have been addressed in separate **Federal Register** documents.

### Rule 17-212, Stationary Preconstruction Review

The amendments to Rule 17-212, F.A.C., make changes to the new source review requirements for ozone. The original January 8, 1993, submittal also