

remove the discrepant escape slide/raft pack assembly and replace with a new pack assembly of the same part number; in accordance with the applicable service bulletin.

(2) During the inspection performed in accordance with paragraph (a) of this AD, if a parachute pin of the escape slide/raft pack assembly is found to be missing or incorrectly installed: Prior to further flight, remove the discrepant escape slide/raft pack assembly and replace with a new pack assembly of the same part number; in accordance with the applicable service bulletin.

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: "An extensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedures may be required."

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(c) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) The actions shall be done in accordance with Airbus Industrie Service Bulletin A330-25-3086, including Appendix 01, Revision 01, dated June 11, 1999; or Airbus Industrie Service Bulletin A340-25-4115, including Appendix 01, Revision 01, dated June 11, 1999; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directives 1999-

178-086(B) (for Model A330 series airplanes) and 1999-179-107(B) (for Model A340 series airplanes), both dated May 5, 1999.

(e) This amendment becomes effective on November 26, 1999.

Issued in Renton, Washington, on October 14, 1999.

D.L. Riggan,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-27324 Filed 10-21-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 187

[CGD 89-050]

RIN 2115-AD35

Vessel Identification System

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard removes its Guidelines for State Vessel Titling Systems. These guidelines, though in the Code of Federal Regulations since 1995, were never made effective. We now plan to issue a separate document proposing to substantially change them. Therefore, it is not in the public interest to continue delaying their effective date.

DATES: This rule is effective October 22, 1999.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket CGD 89-050 and are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., room 3406, Washington, DC 20593-0001, between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-267-1477.

FOR FURTHER INFORMATION CONTACT: For questions on this rule, contact ENS Christopher Williammee, Office of Information Resources, Coast Guard, telephone 202-267-6989, electronic mail Cwilliammee@comdt.uscg.mil.

SUPPLEMENTARY INFORMATION:

Regulatory Information

On April 25, 1995, we published an interim final rule in the **Federal Register** (60 FR 20310) establishing a vessel identification system and prescribing guidelines for State vessel titling systems. The rule went into effect on April 24, 1996, with the exception of

Subpart D, Guidelines for State Vessel Titling Systems. On February 23, 1996, we published an interim final rule (61 FR 6943) delaying the effective date of Subpart D until April 23, 1998, to allow the Coast Guard, States, and public more time to review the complexities of the standards relating to State titling. On April 21, 1998, we published another interim final rule (63 FR 19657), which delayed the effective date of Subpart D until April 24, 1999. Then, on April 19, 1999, we published a fourth interim final rule (64 FR 19039) once again delaying the effective date of Subpart D until October 24, 1999.

These guidelines, though in the Code of Federal Regulations since 1995, were never made effective. We now plan to issue a separate document in January 2000 proposing to substantially change them. Because of this, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective in less than 30 days after publication in the **Federal Register**.

Discussion

We have delayed the effective date of Subpart D three times since its original publication in an interim final rule in the **Federal Register** (60 FR 20310) on April 25, 1995. From comments received from April 25, 1995, through December 4, 1997, we have begun drafting a Supplemental Notice of Proposed Rulemaking (SNPRM) to propose substantial changes to 33 CFR part 187. Subpart D is undergoing extensive revisions for the SNPRM, based on comments received from the States, the marine lending industry, and maritime law interests. Since we are currently revising Subpart D substantially and have no intention of allowing it to become effective as written, we are removing and reserving the subpart rather than continuing to delay its effective date. Therefore, to prevent the current subpart from becoming effective on October 24, 1999, this Final Rule removes and reserves Subpart D. We will publish the SNPRM in November 1999 and will, at that time, invite comments on all of the proposed changes to Subpart D.

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 (with or without Guidelines for State Vessel Titling Systems) to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. With or without the Guidelines, the expected cost is considerably less than \$100 million. Therefore, the rule is not significant and does not require a full Regulatory Evaluation.

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 of less than 50,000.

This rulemaking affects U.S. States. It imposes zero mandatory costs. According to the U.S. Bureau of the Census, none of the States eligible to participate in VIS has a population less than 50,000. Therefore, we conclude there are no small entities affected and no impact upon small entities.

Therefore, 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 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 E.O. 12612 and have determined that this rule does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

Unfunded Mandates Reform Act and Enhancing the Intergovernmental Partnership

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) and E.O. 12875, Enhancing the Intergovernmental Partnership, (58 FR 58093, October 28, 1993) govern 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 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 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), of Commandant Instruction M16475.1C, this rule is categorically excluded from further environmental documentation. This rule removes delayed guidelines for State vessel titling systems. This action clearly would have no environmental consequences. A "Categorical Exclusion Determination" is available in the docket where indicated under ADDRESSES.

List of Subjects in 33 CFR Part 187

Administrative practice and procedure, Marine safety, Reporting and recordkeeping requirements.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 187 as follows:

PART 187—VESSEL IDENTIFICATION SYSTEM

1. The authority citation for part 187 continues to read as follows:

Authority: 46 U.S.C. 2103; 49 CFR 1.46.

§§ 187.301—187.331 Subpart D—[Removed and Reserved]

2. Remove and reserve subpart D, consisting of § 187.301 through § 187.331.

Dated: October 18, 1999.

Jeffrey P. High,

Acting Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 99-27660 Filed 10-21-99; 8:45 am]

BILLING CODE 4910-15-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 300

[FRL-6462-1]

National Priorities List for Uncontrolled Hazardous Waste Sites

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 ("CERCLA" or "the Act"), as amended, requires that the National Oil and Hazardous Substances Pollution Contingency Plan ("NCP") include a list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States. The National Priorities List ("NPL") constitutes this list. The NPL is intended primarily to guide the Environmental Protection Agency ("EPA" or "the Agency") in determining which sites warrant further investigation to assess the nature and extent of public health and environmental risks associated with the site and to determine what CERCLA-financed remedial action(s), if any, may be appropriate. This rule adds 10 new sites to the NPL: 9 sites to the General Superfund Section of the NPL and one site to the Federal Facilities Section of the NPL.

EFFECTIVE DATE: The effective date for this amendment to the NCP shall be November 22, 1999.

ADDRESSES: For addresses for the Headquarters and Regional docket, as well as further details on what these dockets contain, see Section II, "Availability of Information to the Public" in the SUPPLEMENTARY INFORMATION portion of this preamble.

FOR FURTHER INFORMATION CONTACT: Yolanda Singer, phone (703) 603-8835, State, Tribal and Site Identification Center, Office of Emergency and Remedial Response (mail code 5204G), U.S. Environmental Protection Agency, 401 M Street, SW, Washington, DC, 20460, or the Superfund Hotline, phone (800) 424-9346 or (703) 412-9810 in the Washington, DC, metropolitan area.

SUPPLEMENTARY INFORMATION:

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