

This action removes AD 2000–03–19. Removal of AD 2000–03–19 will not preclude FAA from issuing another action in the future, nor will it commit us to any course of action in the future.

Regulatory Impact

Does this action involve a significant rule or regulatory action? Since this action only removes an AD, it is not an AD and, therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Removal

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. FAA amends § 39.13 by removing Airworthiness Directive (AD) 2000–03–19, Amendment 39–11578 (65 FR 7717, February 16, 2000).

Issued in Kansas City, Missouri, on December 19, 2000.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–32935 Filed 12–29–00; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 66

[USCG 2000–7466]

RIN 2115–AF98

Allowing Alternatives to Incandescent Light in Private Aids to Navigation

AGENCY: Coast Guard, DOT.

ACTION: Direct final rule; withdrawal.

SUMMARY: On October 4, 2000, the Coast Guard published a direct final rule that notified the public of the Coast Guard's intent to remove the requirement to use only tungsten-incandescent lighting for private aids to navigation. This would

have enabled private industry and owners of private aids to navigation to take advantage of recent changes in lighting technology—specifically, to use lanterns based on light-emitting diodes (LEDs). Because we received an adverse comment objecting to this rule, we withdraw the rule.

DATES: The direct final rule published at 65 FR 59124 on October 4, 2000, is withdrawn; the withdrawal is made as of January 3, 2001.

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 USCG–2000–7466 and are available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL–401, 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 direct final rule, call Dan Andrusiak, G–OPN–2, U.S. Coast Guard, telephone 202–267–0327. For questions on viewing material in the docket, call Dorothy Beard, Chief of Dockets, Department of Transportation, telephone 202–366–9329.

SUPPLEMENTARY INFORMATION:

Discussion of Comment

On October 4, 2000, the Coast Guard published [65 FR 59124] a direct final rule. We received one comment, which expressed the following issues of concern: Absent standards for the performance of LEDs, the reliability of private aids to navigation might decrease; absent such standards, the color of many “white” LEDs might not conform to current standards; the rule does not provide for a backup source, such as a lampchanger; and the rule does not address the degradation of output over time. The comment indicated that, unless the rule resolves these issues, the performance and reliability of private aids to navigation might suffer.

A comment counts as adverse if it challenges a rule's underlying premise or approach, or explains why the rule would be ineffective or unacceptable, or otherwise inappropriate, without a change. This comment counts as adverse.

The Coast Guard has decided to withdraw the rule at this time so it can consider the issues raised by the adverse comment and can consider ways to resolve these issues.

Dated: December 26, 2000.

Terry M. Cross,

U.S. Coast Guard, Assistant Commandant for Operations.

[FR Doc. 00–33456 Filed 12–28–00; 10:26 am]

BILLING CODE 4910–15–M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[VA 5056; FRL–6922–6]

Approval and Promulgation of Air Quality Implementation Plans; Virginia; Approval of VOC and NO_x RACT Determinations

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving State Implementation Plan (SIP) revisions submitted by the Commonwealth of Virginia. The revisions impose reasonably available control technology (RACT) on 16 major sources of volatile organic compounds (VOCs) and/or nitrogen oxides (NO_x) located in the Virginia portion of the Metropolitan Washington, D.C. ozone nonattainment area. The intent of this action is to approve the Commonwealth's SIP revision requests in accordance with the Clean Air Act.

EFFECTIVE DATE: This final rule is effective on February 1, 2001.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103.

FOR FURTHER INFORMATION CONTACT: Ray Chalmers, at (215) 814–2061, or by e-mail at chalmers.ray@epa.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Pursuant to sections 182 and 184 of the Clean Air Act (CAA), States are required to implement RACT for major sources of VOCs and/or NO_x which are: (1) Located in those areas which have not attained the National Ambient Air Quality Standard for ozone (ozone nonattainment areas) which are classified in 40 CFR Part 81 as having moderate or above nonattainment problems, or (2) located in the Ozone Transport Region (OTR), which was established by section 184 of the CAA. A source is defined as major if its VOC and/or NO_x emissions exceed specified