

**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