

§ 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

Effective September 9, 1999

Atlanta, GA, The William B. Hartsfield Atlanta Intl, ILS RWY 9L, Amdt 6
Atlanta, GA, The William B. Hartsfield Atlanta Intl, ILS RWY 27R, Amdt 3
Falfurrias, TX, Brooks County, NDB RWY 35, Amdt 1
Falfurrias, TX, Brooks County, GPS RWY 17, Orig

Effective October 7, 1999

Denver, CO, Denver Intl, ILS RWY 34, Orig
Denver, CO, Denver Intl, ILS RWY 35L, Amdt 2
Denver, CO, Denver Intl, ILS RWY 35R, Orig
Denver, CO, Denver Intl, ILS/DME RWY 34, Amdt 1, CANCELLED
Denver, CO, Denver Intl, ILS/DME RWY 35R, Amdt 1, CANCELLED
Laredo, TX, Laredo Intl, ILS RWY 17R, Amdt 9
Blacksburg, VA, Virginia Tech, LOC/DME RWY 12, Orig
Blacksburg, VA, Virginia Tech, LOC/RWY RWY 12, Amdt 5, CANCELLED

Effective November 4, 1999

Little Rock, AR, Adams Field, GPS RWY 36, Orig
Little Rock, AR, Adams Field, VOR/DME RNAV or GPS RWY 36, Amdt 10, CANCELLED
Milton, FL, Peter Prince Field, GPS RWY 36, Amdt 1
Pompano Beach, FL, Pompano Beach Airport, GPS RWY 33, Orig
Brunswick, GA, Glynco Jetport, GPS RWY 7, Orig
Brunswick, GA, Glynco Jetport, VOR/DME RNAV RWY 7, Amdt 6B, CANCELLED
Brunswick, GA, Glynco Jetport, GPS RWY 25, Orig
Brunswick, GA, Glynco Jetport, VOR/DME RNAV RWY 25, Amdt 6B, CANCELLED
Sheridan, IN, Sheridan, GPS RWY 5, Orig
Sheridan, IN, Sheridan, GPS RWY 23, Orig
Carroll, IA, Arthur N. Neu, GPS RWY 13, Amdt 1
Carroll, IA, Arthur N. Neu, GPS RWY 31, Amdt 1
Boston, MA, General Edward Lawrence Logan Intl, GPS RWY 27, Orig
Boston, MA, General Edward Lawrence Logan Intl, GPS RWY 33L, Orig
Ava, MO, Ava Bill Martin Memorial, VOR-A, Amdt 2
Ava, MO, Ava Bill Martin Memorial, NDB RWY 31, Amdt 1
Ava, MO, Ava Bill Martin Memorial, GPO RWY 13, Orig
Ava, MO, Ava Bill Martin Memorial, GPO RWY 31, Orig
York, NE, York Muni, NDB RWY 17, Amdt 4
Raton, NM, Raton Municipal/Crews Field, VOR/DME RWY 2, Amdt 7
Raton, NM, Raton Municipal/Crews Field, NDB RWY 2, Amdt 5
Raton, NM, Raton Municipal/Crews Field, GPS RWY 2, Amdt 1
Raton, NM, Raton Municipal/Crews Field, GPS RWY 25, Amdt 1

Greenville, NC, Pitt-Greenville, GPS RWY 1, Orig
Greenville, NC, Pitt-Greenville, GPS RWY 19, Orig
Barnesville, OH, Barnesville-Bradfield, GPS RWY 27, Orig
Chambersburg, PA, Chamberburg Muni, GPS RWY 24, Amdt 1
Indiana, PA, Indiana County/Jimmy Stewart Field, GPS RWY 10, Orig
Zelienople, PA, Zelienople Muni, GPS RWY 17, Amdt 1
Zelienople, PA, Zelienople Muni, GPS RWY 35, Amdt 1
North Kingstown, RI, Quonset State, VOR-A, Amdt 5
North Kingstown, RI, Quonset State, VOR RWY 34, Amdt 1
North Kingstown, RI, Quonset State, ILS RWY 16, Amdt 8
North Kingstown, RI, Quonset State, GPS RWY 34, Amdt 1
North Kingstown, RI, Quonset State, VOR/DME RNAV RWY 34, Amdt 2
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 12, Orig
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 16, Orig
Beaumont/Port Arthur, TX, Southeast Texas Regional, GPS RWY 30, Orig
College Station, TX, Easterwood Field, GPS RWY 16, Orig
College Station, TX, Easterwood Field, GPS RWY 28, Orig
Lockhart, TX, Lockhart Muni, GPS RWY 18, Orig
Lockhart, TX, Lockhart Muni, GPS RWY 36, Orig
Berkeley Springs, WV, Potomac Airpark, GPS RWY 11, Orig
Berkeley Springs, WV, Potomac Airpark, GPS RWY 29, Orig
Berkeley Springs, WV, Potomac Airpark, VOR/DME RNAV-A, Amdt 2
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, VOR OR GPS-A, Amdt 12
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, VOR/DME RWY 18, Amdt 7
Morgantown, WV, Morgantown Muni-Walter L. Bill Hart Field, ILS RWY 18, Amdt 12
Guernsey, WY, Camp Guernsey, GPS RWY 32, Orig

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD01-99-153]

Drawbridge Operation Regulations: Hutchinson River, NY

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, first Coast Guard District, has issued a temporary

deviation from the drawbridge operation regulations governing the operation of the Pelham Bay Railroad Bridge, mile 0.5, across the Hutchinson River in New York City, New York. This deviation allows the bridge owner to keep the bridge in the closed position from 7 a.m., on August 25, 1999, to 5 p.m., on August 27, 1999, and from 7 a.m., on September 1, 1999, to 5 p.m., on September 3, 1999. This action is necessary to facilitate replacement of the bridge miter rails and counterweight modifications.

DATES: This deviation is effective from August 25, 1999, to August 27, 1999, and from September 1, 1999, to September 3, 1999.

FOR FURTHER INFORMATION CONTACT: Joe Schmied, Project Officer, First Coast Guard District, at (212) 668-7165.

SUPPLEMENTARY INFORMATION: The Pelham Bay Railroad Bridge, at mile 0.5, across the Hutchinson River in New York City, New York, has a vertical clearance of 8 feet at mean high water, and 15 feet at mean low water in the closed position. The bridge is required to open on signal at all times. The bridge owner, AMTRAK, has requested a temporary deviation from the drawbridge operating regulations to facilitate necessary maintenance for the replacement of the bridge miter rails and counterweight modifications. This deviation from the operating regulations allows the bridge owner to keep the Pelham Bay Railroad Bridge in the closed position from 7 a.m., on August 25, 1999, to 5 p.m., on August 27, 1999, and from 7 a.m., on September 1, 1999, to 5 p.m., on September 3, 1999. Vessels that can pass under the bridge without an opening may do so at all times during the closed period.

The bridge owner did not provide the required thirty-day notice to the Coast Guard for approval of scheduled maintenance repair which would require a drawbridge to deviate from the normal operating regulations. The Coast Guard has approved AMTRAK's request to close the bridge, however, because the work was determined to be necessary for public safety and the continued operation of the bridge.

In accordance with 33 CFR 117.35(c), this work will be performed with all due speed in order to return the bridge to normal operation as soon as possible. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: August 23, 1999.

R. M. Larrabee,

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

[FR Doc. 99-22656 Filed 8-30-99; 8:45 am]

BILLING CODE 4910-15-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[CA 217-0170a; FRL-6423-1]

Approval and Promulgation of Implementation Plans; California State Implementation Plan Revision, South Coast Air Quality Management District

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Direct final rule.

SUMMARY: EPA is taking direct final action on a revision to the California State Implementation Plan. The revision concerns a rule from the South Coast Air Quality Management District (SCAQMD). This approval action will incorporate this rule into the federally approved SIP. The intended effect of approving this rule is to regulate emissions of volatile organic compounds (VOCs) in accordance with the requirements of the Clean Air Act, as amended in 1990 (CAA or the Act). The revised rule controls VOC emissions from commercial and industrial adhesive applications. EPA is finalizing the approval of this revision into the California SIP under provisions of the CAA regarding EPA action on SIP submittals, SIPs for national primary and secondary ambient air quality standards and plan requirements for nonattainment areas.

DATES: This rule is effective on November 1, 1999 without further notice, unless EPA receives adverse comments by September 30, 1999. If EPA receives such comment, it will publish a timely withdrawal **Federal Register** informing the public that this rule will not take effect.

ADDRESSES: Written comments must be submitted to Andrew Steckel at the Region IX office listed below. Copies of the rule revisions and EPA's evaluation report for the rule are available for public inspection at EPA's Region IX office during normal business hours. Copies of the submitted rule revisions are available for inspection at the following locations:

Rulemaking Office [AIR-4], Air Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105.

Environmental Protection Agency, Air Docket (6102), 401 "M" Street, S.W., Washington, D.C. 20460.

California Air Resources Board, Stationary Source Division, Rule Evaluation Section, 2020 "L" Street, Sacramento, CA 95812.

South Coast Air Quality Management District, 21865 E. Copley Drive, Diamond Bar, CA 91765.

FOR FURTHER INFORMATION CONTACT:

Yvonne Fong, Rulemaking Office [AIR-4], Air Division, U.S. Environmental Protection Agency, Region IX, 75 Hawthorne Street, San Francisco, CA 94105, Telephone: (415) 744-1199.

SUPPLEMENTARY INFORMATION:

I. Applicability

The rule being approved into the California SIP is SCAQMD Rule 1168, Adhesive Application. This rule was submitted by the California Air Resources Board to EPA on September 29, 1998.

II. Background

On March 3, 1978, EPA promulgated a list of ozone nonattainment areas under the provisions of the Clean Air Act, as amended in 1977 (1977 Act or pre-amended Act), that included the Los Angeles-South Coast Air Basin Area. 43 FR 8964, 40 CFR 81.305. On May 26, 1988, EPA notified the Governor of California, pursuant to section 110(a)(2)(H) of the 1977 Act, that the above district's portion of the California SIP was inadequate to attain and maintain the ozone standard and requested that deficiencies in the existing SIP be corrected (EPA's SIP-Call). On November 15, 1990, the Clean Air Act Amendments of 1990 were enacted. Public Law 101-549, 104 Stat. 2399, codified at 42 U.S.C. 7401-7671q. In amended section 182(a)(2)(A) of the CAA, Congress statutorily adopted the requirement that nonattainment areas fix their deficient reasonably available control technology (RACT) rules for ozone and established a deadline of May 15, 1991 for states to submit corrections of those deficiencies.

Section 182(a)(2)(A) applies to areas designated as nonattainment prior to enactment of the amendments and classified as marginal or above as of the date of enactment. It requires such areas to adopt and correct RACT rules pursuant to pre-amended section 172 (b) as interpreted in pre-amendment guidance.¹ EPA's SIP-Call used that

¹ Among other things, the pre-amendment guidance consists of those portions of the proposed Post-1987 ozone and carbon monoxide policy that concern RACT, 52 FR 45044 (November 24, 1987); "Issues Relating to VOC Regulation Cutpoints,

guidance to indicate the necessary corrections for specific nonattainment areas. The Los Angeles-South Coast Air Basin Area is classified as extreme²; therefore, this area was subject to the RACT fix-up requirement and the May 15, 1991 deadline.

The State of California submitted many revised RACT rules for incorporation into its SIP on September 29, 1998, including the rule being acted on in this document. This document addresses EPA's direct-final action for SCAQMD Rule 1168, Adhesive Applications. SCAQMD adopted Rule 1168 on February 13, 1998. EPA found the submitted rule complete on January 26, 1999 pursuant to criteria set forth in 40 CFR part 51, appendix V³ and is finalizing the rule for approval into the SIP.

SCAQMD Rule 1168 limits the VOC emissions resulting from commercial and industrial adhesive applications. VOCs contribute to the production of ground level ozone and smog. This rule was originally adopted as part of SCAQMD's effort to achieve the National Ambient Air Quality Standard (NAAQS) for ozone and in response to EPA's SIP-Call and the section 182(a)(2)(A) CAA requirement. The following is EPA's evaluation and final action for this rule.

III. EPA Evaluation and Action

To determine the approvability of a VOC rule, EPA must evaluate the rule for consistency with the requirements of the CAA and EPA regulations, as found in section 110 and part D of the CAA and 40 CFR part 51 (Requirements for Preparation, Adoption, and Submittal of Implementation Plans). The EPA interpretation of these requirements, which forms the basis for today's action, appears in the various EPA policy guidance documents listed in footnote 1. Among those provisions is the requirement that a VOC rule must, at a minimum, provide for the implementation of RACT for stationary sources of VOC emissions. This requirement was carried forth from the pre-amended Act.

Deficiencies, and Deviations, Clarification to Appendix D of November 24, 1987 **Federal Register** document" (Blue Book) (notice of availability was published in the **Federal Register** on May 25, 1988); and the existing control technique guidelines (CTGs).

² The Los Angeles-South Coast Air Basin Area retained its designation of nonattainment and was classified by operation of law pursuant to sections 107(d) and 181(a) upon the date of enactment of the CAA. See 56 FR 56694 (November 6, 1991).

³ EPA adopted the completeness criteria on February 16, 1990 (55 FR 5830) and, pursuant to section 110(k)(1)(A) of the CAA, revised the criteria on August 26, 1991 (56 FR 42216).