

(d) *Effective date.* *** For purposes of paragraph (a)(5) of this section, any reference to a distribution taxable as a dividend under section 995(b)(1)(F) (ii) and (iii) for taxable years beginning after December 31, 1975, shall also constitute a reference to any distribution taxable as a dividend under section 995(b)(1)(F) (ii) and (iii) for taxable years beginning after November 30, 1975, but before January 1, 1976. ***

JEROME KURTZ,
Commissioner of Internal Revenue.

[FR Doc. 79-2546 Filed 1-24-79; 8:45 am]

[4910-14-M]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 77-246]

PART 128—REGULATED NAVIGATION AREAS

Regulated Navigation Areas, Great Lakes

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes three seasonal Regulated Navigation Areas in the Great Lakes. In Grays Reef Passage the channel is subject to ice buildups in the winter so that a vessel, not escorted by an icebreaker, could easily become beset by ice and be forced aground. The potential for loss of life, loss of or damage to the vessel, and damage to the environment justifies empowering the Captain of the Port, Sault Ste. Marie to close this area to navigation when weather conditions indicate it is necessary. In the Mackinac Island and Bois Blanc Island Areas natural ice bridges form in waters linking the islands and the mainland while at the same time the ice on the lake prevents the use of small vessels for travel to and from the mainland. Consequently, the island residents depend on the ice bridges for access to the mainland. The passage of larger vessels through this area breaks up the ice bridges. This amendment empowers the Captain of the Port, Sault Ste. Marie to

close these areas to navigation during appropriate times of the year.

EFFECTIVE DATE: This amendment is effective on February 28, 1979.

FOR FURTHER INFORMATION CONTACT:

Mr. D. W. Ziegfeld, U.S. Coast Guard, Office of Marine Environment and Systems, Room 7315, Department of Transportation, Nassif Building, 400 Seventh Street, SW., Washington, D.C. 20590 (202) 426-1934.

SUPPLEMENTARY INFORMATION: On August 17, 1978, the Coast Guard published the proposed rule in the *FEDERAL REGISTER* (43 FR 36486). Interested persons were invited to submit comments on or before October 2, 1978. No comments were received. The proposal is therefore being adopted without change.

DRAFTING INFORMATION

The principal persons involved in drafting this Regulation are: Mr. D. W. Ziegfeld, Project Manager, Office of Marine Environment and Systems, and Lt. G. S. Karavitis, Project Attorney, Office of Chief Counsel.

The Coast Guard has evaluated this rule under the Department of Transportation Policies for improving Government Regulations published on March 8, 1978 (43 FR 9582). Because of the existence of alternative routes for navigation, minimal increase in cost to shipping interests is expected.

In consideration of the foregoing, a new § 128.901 is added to Part 128 of Title 33 of the Code of Federal Regulations to read as follows:

§ 128.901 Great Lakes Winter Navigation.

(a) *Lake Huron.* The following are Regulated Navigation Areas:

(1) The waters of Lake Huron known as South Channel between Bois Blanc Island and Cheboygan, Mich.; bounded by a line north from Cheboygan Crib Light (LL 1340) at latitude 45°39.8' N., longitude 84°27.6' W.; to Bois Blanc Island at latitude 45°43.7' N., longitude 84°27.6' W., and a line north from the mainland at latitude 45°43.0' N., longitude 84°35.5' W.; to the western tangent of Bois Blanc Island at latitude 45°48.7' N., longitude 84°35.5' W.

(2) The waters of Lake Huron between Mackinac Island and St. Ignace, Mich. bounded by a line east from St. Ignace Ferry light (LL-1387) at latitude 45°52.2' N., longitude 84°43.0' W.; to Mackinac Island at latitude 45°52.2' N., longitude 84°39.0' W.; and a line east from the mainland at latitude 45°53.2' N., longitude 84°43.5' W.; to the northern tangent of Mackinac Island at latitude 45°53.2' N., longitude 84°38.8' W.

(b) *Lake Michigan.* The following is a Regulated Navigation Area. The waters of Lake Michigan known as Grays Reef Passage bounded by a line from Grays Reef Light (LL-2006) at latitude 45°46.0' N., longitude 85°09.2' W.; to White Shoals Light (LL-2003) at latitude 45°50.5' N., longitude 85°08.1' W.; to a point at latitude 45°49.2' N., longitude 85°04.8' W.; thence to a point at latitude 45°45.7' N., longitude 85°08.7' W.; thence to the point of beginning.

(c) *The regulations.* The Captain of the Port, Sault Ste. Marie, will close and open these regulated navigation areas as ice conditions dictate. Under normal seasonal conditions only one closing each winter and one opening each spring are anticipated. Prior to the closing or opening of these regulated navigation areas, the Captain of the Port must give interested parties, including both shipping interests and island residents, not less than 72 hours notice of the action. No vessel may navigate in a regulated navigation area which has been closed by the Captain of the Port. Under emergency conditions, the Captain of the Port may authorize specific vessels to navigate in a closed regulated navigation area.

(Sec. 2, Pub. L. 95-474, 92 Stat. 1471, 49 CFR 1.46(n)(4).)

J. B. HAYES,
Admiral, U.S. Coast Guard,
Commandant.

JANUARY 18, 1979.

[FR Doc. 79-2632 Filed 1-24-79; 8:45 am]

[4910-14-M]

[CGD 11-79-01]

PART 165—SAFETY ZONES

Establishment of Safety Zone Around LPG Vessel Fern Valley in Los Angeles Harbor

AGENCY: Coast Guard DOT.

ACTION: Final rule.

SUMMARY: This amendment to the Coast Guard Safety Zone Regulations establishes a safety zone around the LPG Vessel Fern Valley during the period of its arrival, transit, mooring and cargo transfer of liquified petroleum gas in the waters of Los Angeles Harbor. This zone has been instituted to provide exceptional degree of safety and control for the duration of this operation from the estimated time of arrival on January 12, 1979 until approximately January 15, 1979.

EFFECTIVE DATE: This amendment becomes effective on January 12, 1979 and remains in effect until the vessel departs Los Angeles Harbor or until January 25, 1979, whichever is earlier.

For further information contact LTJG G. S. JOHNSON, Port Operations Officer, Captain of the Port, Los Angeles-Long Beach, 165 North Pico Avenue, Long Beach, CA 90802, (213) 590-2315.

SUPPLEMENTARY INFORMATION: This safety zone is being enforced by representatives of the Captain of the Port Los Angeles-Long Beach, California. In addition, the Captain of the Port will be assisted in enforcing this safety zone by the Los Angeles Harbor Department.

As provided in the General Safety Zone Regulations (33 CFR 165.20), no person or vessel may enter a safety zone unless authorized by the Captain of the Port or the District Commander. These General Regulations and other Regulations in 33 CFR Part 165 apply to the Safety Zone established for the navigable waters within one nautical mile of the LPG Vessel Fern Valley while it is anchored outside the middle breakwater or in Los Angeles Harbor, and within 100 yards when moored at Berth 120 LA Harbor.

An opportunity to comment on this safety zone as a proposed rule has not been provided and good cause exists for making the zone effective immediately. A determination has been made that to do otherwise would be both impracticable and contrary to the public interest. In view of the imminent arrival of the LPG Vessel Fern Valley there is not sufficient time to allow an opportunity for public comment or to provide for a delayed effective date. Following these administrative procedures would prevent timely establishment of the Safety Zone and, thus would thwart the purpose of the zone.

DRAFTING INFORMATION

The principal person involved in drafting this rule is: LTJG G. S. JOHNSON, Port Operations Officer, Captain of the Port Los Angeles-Long Beach, CA.

In consideration of the above, Part 165 of Title 33, Code of Federal Regulations, is amended by adding a § 165.110 to read as follows:

§ 165.110 11th Coast Guard District.

(a) The navigable waters within one nautical mile of the LPG Vessel Fern Valley while it is anchored outside the middle breakwater in Los Angeles Harbor, or is transiting from Anchorage to Berth 120 Los Angeles Harbor, or departing from Berth 120 until clear of Los Angeles Harbor. Vessels moored or anchored may remain so during the transit of the LPG Vessel Fern Valley unless otherwise directed by the Captain of the Port Los Angeles-Long Beach or Los Angeles Harbor Department.

(b) The navigable waters within 100 yards of the LPG Vessel Fern Valley

while the vessel is moored at Berth 120 Los Angeles, CA.

(Port and Tanker Safety Act of 1978, Sec. 101, 104, 86 Stat. 427 (33 U.S.C. 1221, 1224); 49 CFR 1.46(r)(4); 33 CFR 165.10.)

L. A. ONSTAD,
Lieutenant Commander, U.S.
Coast Guard, Captain of the
Port, Acting, Los Angeles-Long
Beach.

JANUARY 11, 1979.

[FR Doc. 79-2671 Filed 1-24-79; 8:45 am]

[7710-12-M]

Title 39—Postal Service

CHAPTER I—UNITED STATES POSTAL SERVICE

SUBCHAPTER D—ORGANIZATION AND ADMINISTRATION

PART 224—GROUPS AND DEPARTMENTS

Organizational Changes; Correction

AGENCY: Postal Service.

ACTION: Final rule correction.

SUMMARY: This document corrects errors appearing on page 60275 of a document published in the Wednesday, December 27, 1978 issue of the FEDERAL REGISTER (43 FR 60274).

FOR FURTHER INFORMATION CONTACT:

Neva Watson, (202) 245-4642.

In FR Doc. 78-35893 appearing at page 60274 in the issue of Wednesday, December 27, 1978, make the following corrections:

1. On page 60275, in the first column, in the paragraph numbered "1.", in the amendatory language, "§ 224.1(c)(5)(i)" should read "§ 224.1(c)(4)(i)" and below, in the amendment, change "(5) * * *" to read "(4) * * *".

2. On page 60275, in the first column, in the paragraph numbered "2.", in the amendatory language, "§ 224.1(c)(5)(v)(B)" should read "§ 224.1(c)(4)(v)(B)" and below, in the amendment, change "(5) * * *" to read "(4) * * *".

W. ALLEN SANDERS,
Acting Deputy General Counsel.
[FR Doc. 79-2619 Filed 1-24-79; 8:45 am]

[6560-01-M]

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER C—AIR PROGRAMS

[FR 11044-1]

PART 81—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Section 107 Attainment Status Designations

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: The purpose of this notice is to revise, correct and elaborate on the contents of a March 3, 1978 FEDERAL REGISTER notice (43 FR 8962) which provided designations of the attainment status in relation to National Ambient Air Quality Standards for the State of New York, the State of New Jersey, the Commonwealth of Puerto Rico and the Territory of the Virgin Islands. The tables following this rulemaking indicate, on a state-by-state, pollutant-by-pollutant basis, the attainment status of every state, territory, or commonwealth in Region II. Publication of these designations fulfills the requirements of section 107(d) of the Clean Air Act, as amended.

DATE: Effective Date: January 25, 1979.

FOR FURTHER INFORMATION CONTACT:

William S. Baker, Chief, Air Programs Branch, U.S. Environmental Protection Agency, Region II Office, 26 Federal Plaza, New York, New York 10007. (212) 264-2517.

SUPPLEMENTARY INFORMATION: Section 107(d) of the Clean Air Act, as amended in August 1977, directed each state to submit to the Administrator of the Environmental Protection Agency (EPA) a list of the National Ambient Air Quality Standards attainment status designations for all areas within the state. EPA received such designations and promulgated the list of state designations, with necessary modifications, on March 3, 1978 (43 FR 8962). The states are now preparing revisions to their State Implementation Plans (SIPs) based on these promulgated designations.

Subsequent to the March 3, 1978 promulgation, the states administered by the Region II Office of EPA (New York, New Jersey, Puerto Rico and the Virgin Islands) requested that revision be made to these designations.

These requests have been reviewed by the Regional Office and discussed with the states. The designations appearing in this notice are a result of this process.

This FEDERAL REGISTER notice indicates changes in the designation and changes in geographic boundaries for some areas. All changes in designation are either from "cannot be classified" to "better than national standards" or from "does not meet primary or secondary standards" to "better than national standards". Other changes include elaboration on the designations which appeared in the March 3, 1978 notice to include a more detailed description of geographic boundaries of areas, and correction to inadvertent omissions and errors. The discussion contained in this notice is addressed specifically to designations applicable to New York, New Jersey, Puerto Rico and the Virgin Islands. A more general discussion of the 107(d) designations is contained in the September 11, 1978 FEDERAL REGISTER (43 FR 40412).

Areas designated as "cannot be classified" will be subject to further study by the states and EPA to determine, in a timely manner, the actual status of those areas.

The following discussion addresses revisions to the March 3, 1978 designations:

NEW JERSEY

Total Suspended Particulates: The cities of Camden and Jersey City were originally designated on March 3, 1978 as not meeting both primary and secondary standards for total suspended particulates (TSP). They are now redesignated an "cannot be classified" for the primary standards. The nonattainment designation for the secondary standard remains unchanged. EPA's decision to change these designations is based on a request by the State of New Jersey which cited results of a special monitoring study conducted by the State Department of Environmental Protection (NJDEP) and EPA monitoring site inspection reports. In its monitoring study, NJDEP established additional monitors adjacent to the original ones in Camden and Jersey City. Filters used for sample collection at the "new" sites were changed immediately before and after each sampling day. The original monitors were serviced as usual, with the filters being changed approximately every sixth day, thus experiencing additional exposure during non-operational periods.

In Camden, results of the monitoring study indicate potential attainment of the primary standards. In the first six months of this study, the less frequently serviced monitor (replaced every 6 days) recorded a geometric mean concentration of 84.1 ug/m³.

The more frequently serviced monitor (filters changed immediately before and after sampling) indicated a geometric mean concentration of 68.5 ug/m³. The resulting difference in concentration of 15.6 ug/m³ is substantial, indicating that much of the material on the filters was collected during periods when the monitor was not operating.

Furthermore, the State reported to EPA that the Camden site was unduly influenced by construction and demolition activities since 1975. EPA has conducted an inspection of the monitoring site and found that the site is not well situated. EPA's redesignation of Camden as "cannot be classified" for the primary standards is made in view of these factors.

In the case of Jersey City, the result of the specially operated monitor showed a 7.8 ug/m³ decrease in concentration. In addition, this monitoring site is also not well situated. An EPA monitoring site inspection report indicates that the monitor is located too close to a section of the New Jersey Turnpike, causing it to be unduly influenced by the emissions from this roadway. Again, in view of these factors, EPA believes that a primary standard designation of "cannot be classified" is applicable until further studies are completed.

CARBON MONOXIDE

The City of Wildwood is redesignated as "cannot be classified." The designation of this area as "does not meet primary standards," as appeared in the March 3, 1978 FEDERAL REGISTER, was a typographical error.

In the State's original submission to EPA, a distinction was made between areas classified as "cannot be classified" and areas classified as "better than national standards." The charts which appeared in the March 3, 1978 FEDERAL REGISTER did not provide for this distinction. In addition to the City of Wildwood in the Intrastate Air Quality Control Region, the areas which "cannot be classified" are listed below:

NEW JERSEY-NEW YORK-CONNECTICUT INTERSTATE AIR QUALITY CONTROL REGION

PASSAIC COUNTY

The City of Clifton
The City of Passaic
The Borough of Hawthorne
The Borough of North Haledon
The Borough of Haledon
The Borough of Prospect Park
The Borough of Totowa
The Borough of West Paterson
The Township of Little Falls

BERGEN COUNTY

The Borough of Elmwood Park
The Township of Saddle Brook
The Township of Rochelle Park
The Borough of Maywood
The Township of Teaneck

BERGEN COUNTY—Continued

The City of Englewood
The Borough of Englewood Cliffs
The Borough of Fort Lee
The Borough of Leonia
The Borough of Bogota
The Township of South Hackensack
The Borough of Teterboro
The Borough of Hasbrouck Heights
The Borough of Lodi
The City of Garfield
The Borough of Wallington
The Borough of Wood-Ridge
The Borough of Moonachie
The Borough of Little Ferry
The Township of Ridgely Park
The Borough of Palisades Park
The Borough of Edgewater
The Borough of Cliffside Park
The Borough of Fairview
The Borough of Ridgely
The Borough of Carlstadt
The Borough of East Rutherford
The Borough of Rutherford
The Township of Lyndhurst
The Borough of North Arlington

HUDSON COUNTY

Hudson County (except Jersey City)

ESSEX COUNTY

The Town of Bloomfield
The City of East Orange
The City of Orange
The Village of South Orange
The Township of Maplewood
The Town of Nutley
The Town of Belleville
The Town of Irvington

UNION COUNTY

The City of Plainfield
The Township of Union
The Borough of Kenilworth
The Township of Cranford
The Township of Clark
The Township of Hillside
The Borough of Roselle Park
The Borough of Roselle
The Township of Winfield
The City of Linden
The City of Rahway

MIDDLESEX COUNTY

The City of South Amboy
The City of New Brunswick
The Borough of Highland Park

METROPOLITAN PHILADELPHIA INTERSTATE AIR QUALITY CONTROL REGION

CAMDEN COUNTY

The City of Gloucester
The Borough of Collingswood

NEW YORK STATE

Total Suspended Particulates: At the request of the State of New York, several areas in the Niagara Frontier Air Quality Control Region and one area in the Hudson Valley Air Quality Control Region are redesignated.

In the Niagara Frontier AQCR, portions of the Buffalo waterfront, originally designated as "cannot be classified" for the primary and secondary standards are redesignated as "better than national standards". Also in the Niagara Frontier AQCR, the eastern portion of the Towns of Cheektowaga

and West Seneca and the Town of Amherst have been changed from "cannot be classified" for the secondary standard to "better than national standards" for the secondary standard. In these areas there were no contraventions of the 24-hour or annual primary or secondary standards for 1977. However, in the eastern portion of Cheektowaga, the annual secondary guideline of 60 $\mu\text{g}/\text{m}^3$ was exceeded slightly (61 $\mu\text{g}/\text{m}^3$).

The Village of Hoosick Falls in the Hudson Valley AQCR is changed from "does not meet secondary standards" to "better than national standards". This area has only experienced two minor contraventions (151 $\mu\text{g}/\text{m}^3$ and 153 $\mu\text{g}/\text{m}^3$) of the 24-hour secondary standard over the past two years. The annual geometric mean concentration was 45 $\mu\text{g}/\text{m}^3$ during 1977. The monitoring site is located near an unpaved parking lot which is suspected of contributing fugitive dust to the monitoring site. Hoosick Falls has a population of less than 4,000 and does not have any significant industrial particulate emissions. Thus, the marginal air quality problem is classified as being due to "rural fugitive dust". EPA policy does not require such areas to be classified as nonattainment.

Sulfur Dioxide: The cities of Buffalo (except the southwest portion) and Lackawanna (east of South Park Avenue) are changed from a classification of "cannot be classified" to "better than national standards". Examination of the most recent air quality data (1977) show that there are no contraventions of the sulfur dioxide standards in these areas.

Carbon Monoxide: The State requested that EPA concur with its original request to redesignate as "cannot be classified" all urbanized areas which were designated as "does not meet primary standards" in the March 3, 1978 FEDERAL REGISTER. However, no additional data has been presented by the State to support its request. Based on the EPA's original review of existing air quality data and transportation data, the designations for these areas remain unchanged.

THE VIRGIN ISLANDS

Total Suspended Particulates: The designation of the southern industrial complex in St. Croix is changed from "does not meet primary or secondary standards" to "cannot be classified". Recent air quality data show the area to be attaining the primary standards. Marginal attainment of the secondary standard is also evident. However, the data EPA has received covers only a few months of sampling, which is insufficient to redesignate this area as attainment at this time. Rather than require the Virgin Islands to prepare a SIP revision, which is costly and time

consuming, EPA is redesignating the southern St. Croix area as "cannot be classified" until further studies can be completed.

PUERTO RICO

Total Suspended Particulates: At the request of the Commonwealth of Puerto Rico, the designation for the northern part of Bayamon is changed by adding the classification of "does not meet primary standards" to the current classification of "does not meet secondary standards". The tables accompanying this FEDERAL REGISTER notice reflect the inclusion of the northern part of Bayamon as being contained in the Catano Air Basin (newly defined) as well as the portions of the municipalities of Catano, Toa Baja, and Guaynabo designated as "does not meet primary or secondary standards" in the March 3, 1978 FEDERAL REGISTER. The change in designation for the northern part of Bayamon has been made for the sake of consistency and is based on modeling results which show nonattainment problems in the northern part of Bayamon.

The designation for the municipality of Mayaguez has been changed from "cannot be classified" to "better than national standards" on the basis of air quality dispersion modeling results.

The boundaries of the Guayanilla Air Basin (newly defined) have been defined as containing the parts of the municipalities of Guayanilla and Penuelas designated as "does not meet secondary standards".

Sulfur Dioxide: The "cannot be classified" designation for San Juan is changed to "better than national standards" and the Catano Air Basin (newly defined) is designated as "cannot be classified". This is based on a review of modeling results by EPA and subsequent discussion and agreement with the Puerto Rico Environmental Quality Board.

Carbon Monoxide: Since the charts which appeared in the March 3, 1978 FEDERAL REGISTER made no distinction between areas classified as "cannot be classified" and areas classified as "better than national standards", those areas that are classified as "cannot be classified" are listed below:

San Juan Metropolitan Urban Area
Ponce Metropolitan Urban Area

Photochemical Oxidants: For the sake of clarification, since the charts which appeared in the March 3, 1978 FEDERAL REGISTER made no distinction between "cannot be classified" and "better than national standards" designations, the entire Puerto Rico AQCR is classified as "better than national standards".

Boundaries of Selected Nonattainment Areas.—Because the geographical boundary descriptions of areas in

Puerto Rico are lengthy, the area descriptions appear here rather than on the accompanying tables.

Guayanilla Air Basin

The southwest corner of the air basin is located at the point where the line separating the municipalities of Yauco and Guayanilla terminates at the coastline adjacent to the Bahia de la Ballina, thence northerly along said line to the intersection of Route #2, thence easterly along Route #2 to the intersection of Route 132, thence northerly on Route 132 for a distance of two kilometers, thence in an easterly direction parallel to and two kilometers north of Route #2 until the line separating Penuelas and Ponce municipalities is reached, thence in a southerly direction along the line separating Penuelas and Ponce municipalities to the coastline, thence westerly along the coastline to the point and place of origin (southwest corner).

Catano Air Basin

Starting at the northerly point of the line separating San Juan municipality and Guaynabo municipality where it intersects with Bahia de San Juan, proceed in a southerly direction along said line until a point is reached in said line which is 1 kilometer north of Route #2, thence along a line which is one kilometer north and parallel to Route #2 in a westerly direction to its intersection with Route 872, thence north on Route 872 to the line which separates the municipalities of Toa Baja and Bayamon (Rio Honda), thence north along this line to the point where the confluence of Rio Honda and Rio de Bayamon departs from the line separating the two municipalities, thence north from this point of departure along the waterway to the Ensenada de Boca Vieja, thence easterly along the coastline to the point of origin.

Ponce Metropolitan Urban Area

The Ponce Metropolitan Urban Area is defined as that area which is included within the line which is identified as the limit of the area of zoning and the coastline.

San Juan Metropolitan Urban Area

Starting at the Bahia de San Juan where the line separating the municipalities of Catano and Guaynabo intersects the coastline, thence southerly along said line until it intersects the line separating the municipalities of Catano and Bayamon, thence westerly along the line separating the municipalities of Catano and Bayamon until it intersects the line separating the municipalities of Toa Baja and Bayamon, thence southerly along the line separating the municipalities of Toa

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Baja and Bayamon until it intersects with the line separating the municipalities of Bayamon and Toa Alta, thence southerly along the line separating the municipalities of Bayamon and Toa Alta, until the area known as Van Scoy is reached, thence easterly along a line which is south of the areas known as Bella Vista, Cana, Monte Bello and Irlanda Heights until the line separating the municipalities of Bayamon and Guaynabo is reached, thence northerly and easterly along the line separating the municipalities of Bayamon and Guaynabo until the area known as Villa Marista is reached, thence southerly along a line which is west of the areas known as Lisette Torremolinos, Munoz Rivera, Ponce de Leon, El Alamo Guaynabo, Colimal, Colinas de Guaynabo, thence easterly along a line which is south of the areas known as Colinas de Guaynabo, Arbona, Los Choferes and Fairview until the line separating the municipalities of San Juan and Trujillo Alto is reached, thence north and east along the line separating the municipalities of San Juan and Trujillo Alto until it intersects the line separating the municipalities of Trujillo Alto and Carolina thence southerly along the line separating the municipalities of Trujillo Alto and Carolina for approximately two kilometers, thence in an easterly direction along a line which is south of the areas known as Carolina Alta, Jardines de Carolina, and Victoria Industrial Park until the area known as Lomas de Carolina is reached, thence northerly along a line which is east of the areas known as Carolina, Rosa Maria, Jose S. Quinones, Hoyo Mulas, Villa Cooperativa, Sabana Gardens, Jardines de Country Club, Vistimar and the International Airport until the coastline is reached at the Boca de Cangrejos, thence along the coast line to the point and place of origin.

NOTE: The Environmental Protection Agency has determined that this document is not a significant regulation and does not require preparation of a regulatory Analysis under Executive Order 12044.

(Secs. 107(d), 171(2), 301(a) of the Clean Air Act, as amended (42 U.S.C. 7407(d), 7501(2), 7601(a)))

Dated: January 18, 1979.

DOUGLAS M. COSTLE,
Administrator,
Environmental Protection Agency.

Part 81 of Chapter I, Title 40, of the Code of Federal Regulations is amended as follows:

**Subpart C—Section 107 Attainment
Status Designations**

* * * * *

New Jersey - S02

[6560-01-C]

In §81.331, the attainment status designation table for TSP is revised to read as follows:

New Jersey - TSP

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
New Jersey-New York-Connecticut Interstate AQCR				
The City of Jersey City		X		
Remainder of Hudson County		X	X	
The City of Newark (east of the Garden State Pkwy)		X		
The City of Elizabeth		X		
The City of Linden		X		
The Borough of Carteret		X		
The Township of Woodbridge		X		
The City of Perth Amboy		X		
Remainder of AQCR				X
Metropolitan Philadelphia Interstate AQCR				
The City of Camden		X		
Remainder of AQCR			X	X
New Jersey Intrastate AQCR				
The City of Bridgeton		X		
Remainder of AQCR				X
Northeast Pennsylvania-Upper Delaware Valley Interstate AQCR				X

In §81.331, the attainment status designation table for CO is revised to read as follows:

New Jersey - CO

New Jersey - OXIDANTS

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
New Jersey-New York-Connecticut Interstate AQCR		
The City of Paterson	X	
The City of Hackensack	X	
The City of Jersey City	X	
The City of Newark	X	
The City of Elizabeth	X	
The Town of Morristown	X	
The City of Perth Amboy	X	
The Borough of Somerville	X	
The City of Asbury Park	X	
The Borough of Freehold	X	
Remainder of AQCR		X
Metropolitan Philadelphia Interstate AQCR		
The City of Trenton	X	
The City of Burlington	X	
The City of Camden	X	
The Borough of Penns Grove	X	
Remainder of AQCR		X
New Jersey Intrastate AQCR		
The City of Atlantic City	X	
Toms River (portion of Dover Township)	X	
Remainder of AQCR		X
Northeast Pennsylvania-Upper Delaware Valley Interstate AQCR		X

In §81.333, the attainment status designation table for TSP is revised to read as follows: New York State - TSP

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
New Jersey-New York-Connecticut Interstate AQCR		X
Metropolitan Philadelphia Interstate AQCR		X
New Jersey Intrastate AQCR		X
Northeast Pennsylvania-Upper Delaware Interstate AQCR		X

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Niagara Frontier AQCR				
The City of Buffalo (south of I-190; except an area one-half mile inland and parallel to Fuhrman Blvd. between I-190 and Tift Street).	X			
The City of Buffalo (south of I-190; except an area one-quarter mile inland and parallel to Fuhrman Blvd. between I-190 and Tift Street).		X		
The City of Lackawanna	X			
The City of Tonawanda (west of Military Road)		X	X	
The City of Tonawanda (east of Military Road)			X	
The Town of Tonawanda (west of Military Road)		X	X	
The Town of Tonawanda (east of Military Road)			X	
The City of Niagara Falls (south of Pine Ave., east of Hyde Park Blvd., and west of I-190)	X			
The City of Niagara Falls		X		
The Town of Niagara		X		

New York State - TSP (continued)

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Central AQCR (cont.)				
The City of Syracuse		X		
The Village of East Syracuse		X		
The Village of Solway		X		
Remainder of AQCR				X
Northern (Champlain Valley) AQCR				X
Hudson Valley AQCR				
The City of Albany (east of Rts. 9 and 9W)		X		
The Town of Catskill (east of Rte. 9W, except Catskill Village)		X		
Remainder of AQCR				X
New Jersey-New York-Connecticut Interstate AQCR				
The Borough of Manhattan		X	X*	
The Boroughs of the Bronx, Brooklyn, and Queens, (south of the Cross Bronx Expressway, west of the Hutchinson River Parkway and Bronx-Whitestone Bridge, west of the Whitestone Expressway, west of the Van Wyck Expressway, north of		X	X*	
* EPA designation replaces state designation.				

New York State - TSP (continued)

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Niagara Frontier (cont.)				
The City of North Tonawanda		X		
The Village of Blasdell		X		
The Town of Cheektowaga (west of Union Road)		X		
The Town of West Seneca (west of Union Road)		X		
The City of Lockport		X		
Remainder of AQCR				X
Genesee-Finger Lakes AQCR				X
Southern Tier West AQCR				
The City of Jamestown		X		
Remainder of AQCR				X
Southern Tier East AQCR				X
Central AQCR	X			
The City of Syracuse (south of I-690, north of Rte. 5, east of I-81, and west of Teale Ave.)				

In §81.333, the attainment status designation table for SO₂ is revised to read as follows:

New York State - SO₂

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
New Jersey-New York-Connecticut Interstate (cont.)				
the Southern Parkway, north of Conduit Blvd., north of Linden Blvd., north of Caton Ave., north of the Ft. Hamilton Parkway, and north of 39th Street)				
The Borough of Staten Island (south of I-278, west of Richmond Ave., and north of Arthur Kill Road as far west as Rossville Ave.)		X		
Remainder of AQCR				X

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Niagara Frontier AQCR				
The City of Buffalo (an area bounded on the north by Tift Street, on the east by Hopkins Street, on the south by the City of Lackawanna and on the west by Lake Erie)	X			
The City of Lackawanna (west of South Park Avenue)	X			
Remainder of AQCR				X
Genesee-Finger Lakes AQCR				X
Southern Tier West				X
The Town of Corning			X*	
Remainder of AQCR				X
Southern Tier East AQCR				
The Town of Bainbridge			X*	
Remainder of AQCR				X
Central AQCR				X
Northern (Champlain Valley) AQCR				X
* EPA designation replaces state designation				

New York State - CO

Designated Areas	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Niagara Frontier AQCR		
The City of Buffalo (north of the Buffalo River, Michigan Ave., and Broadway)	X*	
The Town of Cheektowaga (west of Rte. 277)	X*	
The Town of Amherst (south and west of Ellicott Creek and west of Rte. 277)	X*	
Remainder of AQCR		X
Genesee-Finger Lakes AQCR		
Monroe County (inside the area bounded by the Seabreeze Expressway, I-490, Elmwood Ave., Scottsville Road, Paul Road, Behan Road, Harvard Street, I-490, Mt. Read Blvd., (as far north as Stone Road), a straight line to the intersection of St. Paul Blvd. and Titus Avenue, and Titus Avenue)	X*	
Remainder of AQCR		X
Southern Tier West AQCR		X
Southern Tier East AQCR		X
Central AQCR		
The City of Syracuse (an area bounded by No. Salina St., Kirkpatrick St., Lodi St., Butternut St., Park St., DeWitt St., Sedgwick St., Robinson St., Sherwood Ave., Burnet Ave., the City line, East Genesee St., Basset St., Madison St., Comstock Ave., Jamesville Ave., the City Line)	X*	

*EPA designation replaces state designation

New York State SO₂ (continued)

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Hudson Valley AQCR				X
New Jersey-New York-Connecticut Interstate AQCR			X	
The Borough of Manhattan (except between 59th and 125th Sts.)			X	
The Boroughs of Brooklyn and Queens (south of the Queensborough Bridge and Queens Blvd., west of 44th St., west of I-278, and north of the Brooklyn Bridge.)			X	
The Borough of the Bronx (south of I-95 and west of I-278)			X	
Remainder of AQCR				X

New York State - CO (continued)

Designated Areas	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
New Jersey-New York-Connecticut Interstate AQCR (cont.)		
The Borough of Manhattan (remainder)	X*	
The Borough of Staten Island	X*	
The Borough of Queens	X*	
The Borough of Brooklyn	X*	
The Borough of the Bronx	X*	
The City of Yonkers	X*	
The City of Mt. Vernon	X*	
Nassau County (south of the Long Island Expressway, west of the Oyster Bay Expressway, and north of the Southern State Parkway).	X*	
Remainder of AQCR		X
* EPA designation replaces state designation		

New York State - CO (continued)

Designated Areas	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Central AQCR (cont.)		
Erie-Lackawanna Railroad tracks, Glen Ave., I-81, Rte. 173, the City line, South Ave., Onondaga Ave., Bellevue Ave., Geddes St., I-690, Rte. 298, I-81, and Wolf St.)		X
Remainder of AQCR		
Northern (Champlain Valley) AQCR		X
Hudson Valley AQCR		X
The City of Troy	X*	
The Town of Waterford	X*	
The City of Watervliet	X*	
The City of Albany (east of Fuller Rd.)	X*	
The Town of Colonie (inside an area bounded by Sand Creek Road, Wolf Road, Railroad Ave., and Fuller Road).	X*	
The City of Schenectady	X*	
Remainder of AQCR		X
New Jersey-New York-Connecticut Interstate AQCR		
The Borough of Manhattan (midtown: south of 60th St. and north of 30th St., exclusive of the West Side Highway and areas west, and FDR Drive and areas east; and downtown: south of Canal St., exclusive of the West Side Highway and areas west, and FDR Drive and areas east).	X	
* EPA designation replaces state designation		

New York State - NO₂

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Niagara Frontier AQCR		X
Genesee-Finger Lakes AQCR		X
Southern Tier West AQCR		X
Southern Tier East AQCR		X
Central AQCR		X
Northern (Champlain Valley) AQCR		X
Hudson Valley AQCR		X
New Jersey-New York-Connecticut Interstate AQCR		X

New York State - OXIDANTS

Designated Areas	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Niagara Frontier AQCR	X	
Genesee-Finger Lakes AQCR	X	
Southern Tier West AQCR	X	
Southern Tier East AQCR	X	
Central AQCR	X	
Northern (Champlain Valley) AQCR	X	
Hudson Valley AQCR	X	
New Jersey-New York-Connecticut Interstate AQCR	X	

In §81.355, the attainment status designation table for TSP is revised to read as follows:

Puerto Rico - TSP

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Catano Air Basin**	X	X		
Guayanilla Air Basin**		X		
Municipality of Dorado			X	
Municipality of Ponce			X	
Remainder of AQCR				X
** Geographic boundary is described in the text.				

Puerto Rico - SO₂

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Catano Air Basin**			X	
Remainder of AQCR				X
** Geographic boundary is described in the text.				

Puerto Rico - OXIDANTS

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Puerto Rico AQCR		X

Puerto Rico - CO

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Puerto Rico AQCR		X

In §81.356, the attainment status designation table for TSP is revised to read as follows:

Puerto Rico - NO₂

Designated Area	Does Not Meet Primary Standards	Cannot Be Classified or Better Than National Standards
Puerto Rico AQCR		X

Virgin Islands - TSP

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Virgin Islands AQCR St. Croix (an area bounded on the west by 64° 48' W longitude; on the east by 64° 43' W longitude; on the north by 17° 44' N latitude; and on the south by the Krause Lagoon, Limetree Bay, and the Canegarden Bay. Remainder of AQCR			X	X

Virgin Islands - CO

Designated Area	Better Than Primary Standards	Can not Be Classified or Better Than National Standards
Virgin Islands AQCR		X

Virgin Islands - SO₂

Designated Area	Does not meet Primary Standards	Does not meet Secondary Standards	Cannot Be Classified	Better Than National Standards
Virgin Islands AQCR St. Croix (southern) Remainder of AQCR			X*	X
* EPA designation re-places state designation				

Virgin Islands - OXIDANTS

Designated Area	Better Than Primary Standards	Cannot Be Classified or Better Than National Standards
Virgin Islands AQCR		X

Virgin Islands - NO₂

Designated Area	Better Than Primary Standards	Cannot Be Classified or Better Than National Standards
Virgin Islands AQCR		X

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