(B) On all airplanes with over 1,000 hours time-in-service, within the next 50 hours time-in-service after the effective date of this AD and each 200 hours time-in-service thereafter, clean and visually inspect the engine mount beam at the rear fittings for cracks in the hat section. If cracks 1¾ inches in length or less are found, install Cessna Service Kit SK414-17 before further flight. If cracks in excess of 1¾ inches in length are found, contact the Aircraft Certification Program, Federal Aviation Administration, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 942-4285, for special repair disposition.

(C) After Cessna Service Kit SK414-17 has been installed, the requirements of paragraphs A) and B) of this AD are no longer applicable.

Note.—The approved Cessna Modification Kit improves the overall strength of the engine mount support beams. Fatigue tests are in progress to determine the need for additional mandatory inspection requirements and/or mandatory installation of the modification kit. Upon satisfactory completion of the tests, we plan to consider amending this AD, as warranted, by the outcome of the fatigue tests.

(D) Aircraft may be flown in accordance with Federal Aviation Regulation 21.197 to a location where the provisions of this AD can be accomplished.

(E) Any equivalent method of compliance with this AD must be approved by the Chief, Aircraft Certification Program, Federal Aviation Administration, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 942-4285.

This Amendment becomes effective June 1, 1981.

(Secs. 313(a), 601 and 603 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421 and 1423); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); Sec. 11.89 of the Federal Aviation Regulations (14 CFR Sec. 11.89))

Note.—The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in the aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATION CONTACT."

This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals of the District of Columbia.

Issued in Kansas City, Missouri, on May 15, 1981.

John E. Shaw,
Acting Director, Central Region.

[FR Doc. 81-15539 Filed 5-22-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 81-WE-7-AD; Amdt. 39-4117]

Airworthiness Directives; General Dynamics Model 240 Series Airplane

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) which requires inspection, and repair if necessary, of the wing spar structure on General Dynamics Model 240 Series aircraft. This AD is needed because of reports of cracks and corrosion on the center wing to wing outer panel attach fittings which could result in failure of the wing.

DATES: Effective June 1, 1981.

Compliance schedule—As prescribed in the body of the AD unless already accomplished.

ADDRESSES: The applicable service information may be obtained from: General Dynamics, Attention: Larry Hayes, Manager Products Support, Convair Division, P.O. Box 80877, San Diego, California 92138.

Also, a copy of the service information may be reviewed at, or a copy obtained from:

Rules Docket in Room 916, FAA, 800 Independence Avenue SW., Washington, D. C. 20591, or

Rules Docket in Room 6W14, FAA Western Region, 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT: Jerry Presba, Executive Secretary, Airworthiness Directive, Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009. Telephone: (213) 536-6351.

SUPPLEMENTARY INFORMATION: There have been reports of cracks in the wing spar rails and lower TEE rail of Wing Station 15 bulkhead and corrosion of the center wing to wing outer panel attach fittings on General Dynamics Model 240 airplanes. This condition, if not corrected, could result in failure of the wing.

In order to prevent the corrosion or cracking from progressing to an unsafe condition, this AD requires an early initial visual external inspection and subsequent internal, repetitive inspections and repair as necessary.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended, by adding the following new Airworthiness Directive:

General Dynamics: Applies to Model 240 Series Airplanes including those modified for turbo-propeller power certificated in all categories, and those equivalent military models submitted for civil certification under type certificate A-793.

Compliance required as indicated, unless already accomplished.

To prevent structural failure of the wing structure, which could result from corrosion and cracking at the wing outer panel/wing center section joint, accomplish the following:

(a) Within 50 hours' time in service or within 30 days from the effective date of this AD, whichever occurs earlier, conduct an external visual inspection of the wing in the area of the spar rails, both upper and lower, front and rear, from ten (10) inches inboard of bulkhead 15(WS323) to ten (10) inches outboard of bulkhead 17(WS346) in accordance with Figure 3 of General Dynamics Service Bulletin No. 57-4A dated February 13, 1973, hereinafter referred to as S.B. No. 57-4A for evidence of internal structural corrosion which may be indicated by some out-of-alignment or bulging of the external surface.

(b) If any indication of surface out-of-alignment, bulging, corrosion, cracks, or failed rivets is found, before further flight conduct an internal inspection in accordance with this AD, paragraph (c).

(c) Within 500 hours' time in service or within 90 days from the effective date of this AD, whichever occurs earlier, conduct an internal visual inspection of the wing in accordance with S.B. 57-4A paragraph 2 including spar rails (upper and lower, front and rear), center wing to outer panel attach fittings, upper and lower bulkhead rails, and associated structure for corrosion and/or cracks from bulkhead 14(WS300) to bulkhead 18(WS361), after cleaning all surfaces in accordance with the procedures shown in S.B. 57-4A Figures 1 through 4. In addition to the visual inspection required above, using a dye penetrant method, inspect for cracks in spar rails and chordwise bulkhead TEE rails, after removal of all dirt, paint and integral fuel tank sealant, in the following areas at the specified stations.

1. Upper and lower spar rails. Six (6) inches spanwise inboard and outboard of station 15(WS323) and station 17(WS346) on the forward facing surface of the front spar rails and the aft facing surface of the rear spar rails. See AD paragraph (c)(3).

2. Upper and lower chordwise TEE rails. On the inboard facing surfaces at station 15(WS323), and the outboard facing surfaces at station 17(WS346), extending two (2) inches chordwise from the edges of the forward and aft fuel tank corner fittings. See AD paragraph (c)(3).

3. The above dye penetrant inspections at station 17(WS346) are required only for those aircraft with integral fuel tanks installed in the wing outer panels outboard of station 17.

(d) If corrosion or cracking is detected, repair in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Western Region.

(e) Repeat the inspection required by paragraph (c) of this AD at intervals not to exceed 3000 hours' time in service or one year from the last such inspection, whichever occurs earlier.

(f) Prior to issuance of a Certificate of Airworthiness for military aircraft being converted for civil certification, the applicant shall; and prior to further flight for any aircraft that has been out of service for one (1) year, the operator shall; conduct an internal inspection in accordance with paragraph (c) of this AD.

(g) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate airplanes to a base for the accomplishment of inspections required by this AD.

(h) Alternate inspections, modifications or other actions which provide an equivalent level of safety may be used when approved by the Chief, Engineering and Manufacturing Branch, FAA Western Region.

The manufacturers' specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive, who have not already received these documents from the manufacturer, may obtain copies upon request to: General Dynamics, Attention: Larry Hayes, Manager Products Support, Convair Division, P.O. Box 80877, San Diego, California 92130.

These documents may also be examined at:

FAA Western Region Office, Room 6W14, 15000 Aviation Boulevard, Hawthorne, California 90261

and at: FAA Headquarters, 800 Independence Avenue SW., Washington, D.C. 20591.

An historical file on this AD, which includes the incorporated material in full, is maintained by the FAA at its headquarters in Washington, D.C. and at FAA Western Region Office.

This amendment becomes effective June 1, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATION CONTACT."

Issued in Los Angeles, California on May 13, 1981.

H. C. McClure,

Acting Director, FAA Western Region.

[FR Doc. 81-15277 Filed 5-22-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 81-AWE-6]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Alteration of Transition Area

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule adds a 700 foot transition area for the Twentynine Palms Airport, Twentynine Palms, California, so as to provide controlled airspace for aircraft executing an instrument approach procedure to the Twentynine Palms Airport utilizing the Twentynine Palms, California VORTAC. The need for the transition area was created when a VOR instrument approach procedure was established for the airport.

EFFECTIVE DATE: June 11, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas W. Binczak, Airspace and Procedures Branch, Air Traffic Division, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; Telephone: (213) 536-6182.

SUPPLEMENTARY INFORMATION:

History

On March 23, 1981, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to alter the transition area for Twentynine Palms, California (46 FR 18050). The addition of this 700 foot transition area will provide continuous controlled airspace for protection of instrument operations at Twentynine Palms Airport. Interested persons were invited to participate in the rulemaking proceeding by submitting comments on the proposal to the FAA. No comments objecting to the proposal were received. This amendment is the same as that proposed in the notice. Section 71.181 was republished in the **Federal Register** on January 2, 1981 (46 FR 540).

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) alters the transition area at Twentynine Palms, California. This transition area provides protection for instrument operations authorized for Twentynine Palms Airport, increases air traffic safety, and improves flow control procedures.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 71.181 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (46 FR 540) is amended, effective 0901, June 11, 1981, by adding the following:

§ 71.181 [Amended]

Twentynine Palms, California

Preceding "That airspace extending upward from 1200 feet . . ." insert "That airspace extending upward from 700 feet above the surface within a 4-mile radius of Twentynine Palms Airport (latitude 34°07'46" N, longitude 115°56'22" w) and within 4 miles each side of the Twentynine Palms VORTAC 279° (265°M) radials extending from the 4-mile radius area to the VORTAC, and . . ."

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal; and (4) will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Los Angeles, California on May 14, 1981.

H. C. McClure,

Acting Director, Western Region.

[FR Doc. 81-15276 Filed 5-22-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 81-AWE-7]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Alteration of Transition Area

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule.

SUMMARY: This rule alters the transition area at Cochise, Arizona, so as to provide additional controlled airspace for aircraft utilizing Instrument Flight Rules (IFR) departure procedures from Tucson International Airport and Davis-Monthan Air Force Base, Tucson, Arizona.

EFFECTIVE DATE: June 11, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. Thomas W. Binczak, Airspace and Procedures Branch, Air Traffic Division, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261; Telephone: (213) 536-6182.

SUPPLEMENTARY INFORMATION:

History

On March 16, 1981, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to alter the transition area for Cochise, Arizona (46 FR 16901). Redesignation of this transition area will provide controlled airspace for aircraft utilizing IFR departure routes from the Tucson area. Interested persons were invited to participate in the rulemaking proceeding by submitting comments on the proposal to the FAA. No comments objecting to the proposal were received. This amendment is the same as that proposed in the notice. Section 71.181 was republished in the Federal Register on January 2, 1981 (46 FR 540).

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) alters the transition area at Cochise, Arizona. This transition area provides protection for instrument operations authorized for the Tucson area, increases air traffic safety and improves flow control procedures.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 71.181 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (46 FR 540) is amended and redescribed, effective 0901 GMT, June 11, 1981, as follows:

§ 71.181 [Amended]

Cochise, Arizona

That airspace extending upward from 1200 feet above the surface beginning at latitude 32°22'30" N., longitude 110°00'00" W. latitude 32°22'00" N., longitude 109°57'00" W., latitude 32°15'00" N., longitude 109°27'55" W., latitude 32°10'00" N., longitude 109°37'55" W., latitude 32°08'50" N., longitude 109°23'05" W., latitude 31°54'00" N., longitude 109°25'25" W., latitude 31°57'05" N., longitude 109°55'00" W., latitude 32°07'00" N., longitude 109°54'00" W., latitude 32°07'30" N., longitude 110°00'00" W., to point of beginning.

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a), 1354(a); Sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); and CFR 11.69)

The FAA has determined that this document involved a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal; and (4) will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Los Angeles, California on May 14, 1981.

H. C. McClure,

Acting Director, Western Region.

[FR Doc. 81-15279 Filed 5-22-81; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF LABOR

Office of Pension and Welfare Benefit Programs

29 CFR Part 2530

Rules and Regulations for Minimum Standards for Employee Benefit Plans; Suspension of Benefit Rules—Deferral of Effective Date

AGENCY: Department of Labor.

ACTION: Deferral of effective date of final rule.

SUMMARY: This document defers until July 1, 1981, the effective date of 29 CFR 2530.203-3 *Suspension of pension benefits upon reemployment of retirees.* This regulation had been due to take effect on May 27, 1981. This action is taken in order to permit further analysis of the regulation in accordance with Executive Order 12291.

DATE: The effective date of 29 CFR 2530.203-3 is deferred until July 1, 1981.

FOR FURTHER INFORMATION CONTACT: Jay S. Neuman, Office of the Solicitor, 200 Constitution Avenue NW., Washington, D.C. 20216, Room C-4508; 202-523-8658.

SUPPLEMENTARY INFORMATION: On January 27, 1981, the Department of Labor published in the Federal Register (46 FR 8894) a final regulation under section 203(a)(3)(B) of the Employee Retirement Income Security Act of 1974 (ERISA) governing the circumstances under which it is permissible for a plan to suspend the payment of pension benefits (29 CFR 2530.203-3). As published, this regulation was due to take effect May 27, 1981.

This document announces the Department's decision to defer the effective date of the suspension of benefits regulation. This action is necessary in order to permit reconsideration of this regulation in accordance with Executive Order 12291. Such reconsideration is warranted because of the many issues involved with respect to this regulation. In addition, the Department has received a number of comments in response to publication of the final rule. The Department is considering whether and to what extent these comments affect its analysis of the costs and benefits involved.

For these reasons, and because this regulation is scheduled to become effective very shortly, the Department finds, pursuant to the Administrative Procedure Act (5 U.S.C. 553(b)), that additional notice and public procedure on this change of effective date would be impracticable, unnecessary and contrary to the public interest.

Accordingly, pursuant to the authority set forth in sections 203(a)(3)(B) and 505 of ERISA, the effective date of 29 CFR 2530.203-3 is hereby deferred until July 1, 1981.

Signed at Washington, D.C., this 21st day of May 1981.

Hilary M. Sheply,

Acting Deputy Assistant Secretary, Labor-Management Services Administration.

[FR Doc. 81-15741 Filed 5-21-81; 4:00 pm]

BILLING CODE 4510-29-M

DEPARTMENT OF TREASURY

Fiscal Service

31 CFR Parts 202 and 203

Panama Canal Zone and Federal Branches of Foreign Banks

AGENCY: Fiscal Service, Treasury.

ACTION: Final rule.

SUMMARY: This regulation (1) deletes a reference to the Panama Canal Zone and (2) authorizes Federal branches of foreign banks, i.e., foreign banks authorized to transact business in the United States by the Comptroller of the Currency, to be Treasury Tax and Loan (TT&L) depositaries. These changes are necessary (1) to delete a reference to a geographical area that is no longer leased to the United States, and (2) to provide express authority to be TT&L depositaries to foreign banks that are authorized to transact business in the United States by the Comptroller of the Currency. The regulation deletes an obsolete term and explicitly makes foreign banks that are authorized to transact business in the United States by the Comptroller of the Currency eligible to be TT&L depositaries.

EFFECTIVE DATE: June 25, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. John Kilcoyne, Assistant Fiscal Assistant Secretary (Banking), Office of the Fiscal Assistant Secretary, Department of the Treasury, Washington, D.C. 20220, 202-566-2553.

SUPPLEMENTARY INFORMATION:

Classification

The Bureau of Government Financial Operations, Department of Treasury, has determined that this regulation does not require a notice of proposed rulemaking since this matter relates to public contracts, i.e., designation of Treasury Tax and Loan Depositaries. The Bureau of Government Financial Operations, Department of Treasury, also has determined that this regulation is required to implement a statute and affords no substantial element of discretion, and is not significant for purposes of Executive Order 12291.

Authority

To be consistent with section 4(a) of the International Banking Act of 1978, sections of 31 CFR Parts 202 and 203 have been revised to include among eligible institutions to be Treasury Tax and Loan Depositaries every Federal branch of a foreign banking corporation, the establishment of which has been approved by the Comptroller of the Currency.

For the reasons set out in the preamble, 31 CFR Parts 202 and 203 are amended as follows:

PART 202—DEPOSITARIES AND FINANCIAL AGENTS OF THE GOVERNMENT

1. The authority citation for Part 202 is revised to read as follows:

Authority: Sec. 10, Pub. L. 77-603, 56 Stat. 356 (12 U.S.C. 265); sec. 2, Pub. L. 95-147, 91 Stat. 1227 (12 U.S.C. 266,12 U.S.C. 1464(k), 12 U.S.C 1725(d) and 12 U.S.C. 1709(a)); and sec. 4(a), Pub. L. 95-369, 92 Stat. 607 (12 U.S.C. 3101 and 3102).

2. In Part 202, § 202.1 is revised to read as follows:

§ 202.1 Scope of regulations.

The regulations in this part govern the designation of Depositaries and Financial Agents of the Government (hereinafter referred to as depositaries), and their authorization to accept deposits of public money and to perform other services as provided for in sec. 10, Pub. L. 77-603, 56 Stat. 356 (12 U.S.C. 265); sec. 2, Pub. L. 95-147, 91 Stat. 1227 (12 U.S.C. 266, 12 U.S.C. 1464(k), 12 U.S.C. 1725(d) and 12 U.S.C. 1709(a)); and sec. 4(a), Pub. L. 95-369, 92 Stat. 607 (12 U.S.C. 3101 and 3102). Public money includes, without being limited to, revenue and funds of the United States, and any funds the deposit of which is subject to the control or regulation of the United States or any of its officers, agents, or employees. The designation and authorization of Treasury Tax and Loan Depositaries for the receipt of deposits representing payments for certain United States obligations and of internal revenue taxes are governed by the regulations in Part 203 of this chapter.

3. In Part 202, paragraph (a)(4) of § 202.2 is revised to read as follows:

§ 202.2 Designations.

(a) * * *

(4) Banks, savings banks, savings and loan, building and loan, and homestead associations, credit unions created under the laws of any State, the deposits or accounts of which are insured by a State or agency thereof or by a corporation chartered by a State for the sole purpose of insuring deposits or accounts of such financial institutions, every United States branch of a foreign banking corporation authorized by the State in which it is located to transact commercial banking business, and every Federal branch of a foreign banking corporation, the establishment of which has been approved by the Comptroller of the Currency.

* * * * *

4. In Part 202, paragraph (c) of § 202.6 is revised to read as follows:

§ 202.6 Collateral security.

* * * * *

(c) Deposits of Securities. Unless the Secretary of the Treasury provides otherwise, collateral security under this part must be deposited with the Federal Reserve Bank or Branch of the district in which the depositary is located (depositaries located in Puerto Rico and the Virgin Islands will be considered as being located in the New York Federal Reserve district), or with a custodian or custodians within the United States designated by the Federal Reserve Bank, under terms and conditions prescribed by the Federal Reserve Bank. Securities deposited with a Federal Reserve Bank must be accompanied by a letter stating specifically the purpose for which the securities are being deposited.

* * * * *

PART 203—TREASURY TAX AND LOAN DEPOSITARIES

5. In Part 203, paragraph (b)(1)(i)(A) of § 203.3 is revised to read as follows:

§ 203.3 Designation of financial institutions as Treasury tax and loan depositaries.

* * * * *

(b) * * *

(1) * * *

(i) * * *

(A) Every incorporated bank and trust company in the United States, Puerto Rico, the Virgin Islands, every United States branch of a foreign banking corporation authorized by the State in which it is located to transact commercial banking business, and every Federal branch of a foreign banking corporation, the establishment of which has been approved by the Comptroller of the Currency.

* * * * *

Dated: May 20, 1981.

Paul H. Taylor,

Fiscal Assistant Secretary.

[FR Doc. 81-15518 Filed 5-22-81; 8:45 am]

BILLING CODE 4810-35-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Ch. I

[CGD 81-017]

Reorganization of Navigation Rules

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: These regulations reorganize the vessel navigation rules contained in Title 33 by renaming or deleting the headings of Subchapters D, DD, E, and F, and by renumbering the Parts in those Subchapters. No changes are being made to the text of any of the affected regulations. This reorganization is the first step toward revising the Coast Guard's navigation regulations, a task made necessary by the Inland Navigational Rules Act of 1980. The renumbering allows the planned revisions to proceed in a more orderly manner.

EFFECTIVE DATE: This regulation is effective June 25, 1981.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Llana, Project Manager, Office of Marine Environment and Systems, Room 1606, U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, D.C. 20593, (202) 426-4958.

SUPPLEMENTARY INFORMATION: The Inland Navigational Rules Act of 1980 (Pub. L. 96-591, December 24, 1980) consolidates and modernizes the four basic sets of navigation rules presently in effect (International, Inland, Great Lakes, and Western Rivers). The effective date for the new Inland Rules is December 24, 1981, except for the Great Lakes. The effective date for the Great Lakes is being set in coordination with the Canadian Coast Guard.

Each set of the existing rules has had a separate Subchapter in Title 33. The Act repeals the authority for many of the regulations in these Subchapters, but those that were published under statutes not repealed by the Inland Navigational Rules Act will be retained. Several new Parts will be added in a separate rulemaking to implement the new Act.

The numbering accomplished by this rulemaking will facilitate the smooth transition from the existing navigation rules for United States inland waters to the new unified Inland Navigation Rules. Within the overall Title 33 organization there are a limited number of Parts available for navigation rule implementing regulations. The relatively inefficient organization of the existing regulations would have required that the Part numbers already assigned to those existing regulations be used for the new regulations. However, the new regulations must be published while the existing ones are still in effect. To escape this problem the new organization groups the existing international and inland regulations in separate Subchapters and clears another Subchapter for the regulations that will be proposed to implement the Inland Navigational Rules Act. Thus, Part numbers used for those rules will not duplicate Part numbers of existing regulations. The redesignated Subchapter containing the existing inland navigation regulations will be deleted from the *Code of Federal Regulations* when these rules are no longer effective.

The Part on the towing of barges is being moved to the more appropriate Subchapter P, Ports and Waterways Safety. Part 85, currently reserved for Interpretive Rulings—International Rules, will not be used for this subject matter.

Drafting Information. The prinicipal persons involved in drafting this rule are Mr. Chris Llana, Project Manager, Office of Marine Environment and Systems, and Lt. Michael Tagg, Project Counsel, Office of Chief Counsel.

Regulatory Evaluation. This redesignation is considered to be a non-major regulation in accordance with guidelines set out in Executive Order 12991 of February 17, 1981, and is considered to be a nonsignificant regulation in accordance with guidelines set out in the "Policies and Procedures for Simplification, Analysis, and Review of Regulations" (DOT Order 2100.5 of 5-22-80). An economic evaluation of the proposal has not been conducted since its impact is expected to be minimal. No changes are being made in the affected regulations other than their renumbering. This regulation has no energy, environmental, or economic impacts.

Regulatory Flexibility Act. For rules requiring a general notice of proposed rulemaking under 5 U.S.C. 553, the Regulatory Flexibility Act (94 Stat. 1164, Pub. L. 96-354, 5 U.S.C. 601) requires an analysis of the impact of proposed regulations on small businesses, organizations, and small governmental jurisdictions. This regulation does not require a general notice of proposed rulemaking since it does not change the substance of any regulation, but merely reorganizes a series of regulations by renumbering them. As there are no substantive changes and no rights or privileges are affected, there is no economic impact.

Effective date. Because this regulation contains no substantive rules, notice and opportunity for comment are unnecessary. The redesignations should be made promptly so that the substantive rulemaking needed to implement the Inland Navigational Rules Act of 1980 can proceed with a minimum of confusion. The implementing regulations must be established as soon as possible before the December 24, 1981, effective date of the new Inland Navigation Rules. Thus, the Coast Guard finds good cause for making the redesignation effective immediately. This renumbering will be reflected in the July 1981 edition of Title 33, *Code of Federal Regulations.*

Accordingly, Subchapters D, DD, E, F, and P, Title 33, Code of Federal Regulations, are amended as follows.

Subchapter D Heading [Revised] and Part 85 Heading [Removed]

1. Subchapter D is amended by removing the title "Navigation Requirements for Certain Inland Waters" and inserting in its place the title "International Navigation Rules", and by removing the title "Interpretive rulings—international rules" of Part 85.

Subchapter DD Heading [Removed] and Special Note [Transferred to Subchapter D]

2. The heading "Subchapter DD—Implementation and Interpretation of the 72 COLREGS" is removed. The special note at the beginning of Subchapter DD is transferred to the beginning of Subchapter D.

Subchapter E Heading [Revised]

3. Subchapter E is amended by removing the title "Navigation Requirements for the Great Lakes and St. Marys River" and inserting in its place "Inland Navigation Rules".

Subchapter F [Revised]

4. Subchapter F is amended by removing the title "Navigation

Requirements for Western Rivers" and inserting in its place "Interim Inland Navigation Rules".

5. Parts 80 through 98 inclusive, of Title 33 are redesignated as follows:

Redesignation Table

Old Part Number and Title—New Part Number and Subchapter

Subchapter D

80—Pilot rules for inland waters; 93—F
82—COLREGS demarcation lines; 80—D
84—Towing of barges; 163—P
85—Interpretive rulings—international rules [Reserved]; Removed
86—Interpretive rulings—inland rules; 94—F

Subchapter DD

87—72 COLREGS: Implementing Rules; 81—D
88—72 COLREGS: Interpretative Rules; 82—D

Subchapter E

90—Pilot rules for the Great Lakes; 97—F
91—Interpretive rulings; 98—F
92—Anchorage and navigation regulations: St. Marys River, Michigan; 92—F

Subchapter F

95—Pilot rules for Western Rivers; 95—F
96—Interpretive rulings; 96—F

Derivation Table

New Part Number and Title—Old Part Number and Subchapter

Subchapter D—International Navigation Rules

80—COLREGS demarcation lines; 82—D
81—72 COLREGS: Implementing Rules; 87—DD
82—72 COLREGS: Interpretative Rules; 88—DD

Subchapter E—Inland Navigation Rules

[Reserved]

Subchapter F—Interim Inland Navigation Rules

92—Anchorage and navigation regulations; St. Marys River, Michigan; 92—E
93—Pilot rules for inland waters; 80—D
94—Interpretive rulings—inland rules; 86—D
95—Pilot rules for Western Rivers; 95—F
96—Interpretive rulings; 96—F
97—Pilot rules for Great Lakes; 90—E
98—Interpretive rulings; 91—E

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Subchapter P—Ports and Waterways Safety

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163—Towing of barges; 84—D

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(33 U.S.C. 180, 30 Stat. 98; 49 CFR 1.46(c)(2); 28 Stat. 647, 33 U.S.C. 258; 49 CFR 1.46(c)(3); section 4233 R.S., 33 U.S.C. 322)

Dated: April 20, 1981.

W. E. Caldwell,

Chief, Office of Marine Environment Systems.

[FR Doc. 81-15590 Filed 5-22-81; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 110

[CGD11-81-01]

Special Anchorage Areas; Mission Bay, San Diego, Calif.

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: This final rule establishes, as requested by the City of San Diego Park and Recreation Department, four Special Anchorage Areas within Mission Bay. The areas affected are presently utilized for the anchoring and mooring of pleasure vessels. Designation as Special Anchorage Areas under the control of the City of San Diego Park and Recreation Department Mission Bay Harbor Police allows for a more orderly and efficient utilization of the water areas. The designated areas are well removed from any fairway and are located where general navigation will not endanger or be endangered by unlighted vessels. Establishment of Special Anchorage Areas eliminates the necessity of displaying anchor lights or sounding fog signals on vessels of not more than sixty-five feet in length while anchored within the area.

EFFECTIVE DATES: This amendment is effective June 25, 1981.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander James B. Morris, Marine Safety Division, Eleventh Coast Guard District, Union Bank Building, 400 Oceangate, Long Beach, CA 90822, (213) 590-2301.

SUPPLEMENTARY INFORMATION: On November 28, 1980, the Coast Guard published a Notice of Proposed Rulemaking (45 FR 79103) concerning this amendment. Interested parties were given until January 20, 1981, to submit comments and no comments were received.

Drafting Information

The principal persons involved in drafting the rule are: Lieutenant Commander James B. Morris, Project Officer, Marine Safety Division, Eleventh Coast Guard District; and Commander Rene N. Roussel, Project Attorney, District Legal Office, Eleventh Coast Guard District.

Discussion of the Final Rule

Article 11(c) of the Navigation Rules for Harbors, Rivers and Inland Waters (Inland Rules (33 U.S.C. 180)) provides for the establishment of "Special Anchorage Areas" by the Secretary of Transportation (delegated to the Coast Guard in 49 CFR 1.05-1(g)). The designation as a Special Anchorage Area exempts anchored vessels not more than sixty-five feet in length from displaying the required single anchor light or sounding the rapidly ringing bell fog signal.

Previously vessels have anchored in the areas with verbal permission from the Mission Bay Harbor Police to not display the required light when at anchor. Designation as a Special Anchorage Area allows for orderly and efficient management of the water areas.

An environmental evaluation has been completed and determination has been made that this proposed action would result in no adverse impact on the quality of the human environment.

Summary of Final Evaluation

This regulation is considered to be nonsignificant in accordance with the guidelines set out in the Policies and Procedures for Simplification, Analysis, and Review of Regulations (DOT Order 2100.5 of 5-22-80). An economic evaluation of the rule has not been conducted since its impact is expected to be minimal. The regulation imposes no economic burden and benefits all small vessel owners since they will not have to carry or display anchor lights or sound fog signals when anchored in the Special Anchorages.

Final Regulations

In consideration of the foregoing, Part 110 of Title 33, Code of Federal Regulations, is amended by adding § 110.91 to read as follows:

PART 110—ANCHORAGE REGULATIONS

1. By adding a new § 110.91 in Subpart A to read as follows:

§ 110.91 Mission Bay, California.

(a) Area M-1. In San Juan Cove, the entire water area west of a line drawn from Santa Clara Point Light; latitude 32°46'53.6" N., longitude 117°14'52.5" W.; to El Carmel Point North Light; latitude 32°46'48.0" N., longitude 117°14'50.1" W.

Note.—Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(b) Area M-2. In Santa Barbara Cove, the entire water area west of a line drawn from El Carmel Point South Light; latitude 32°46'40.0" N., longitude 117°14'47.0" W.; to Bahia Point Light; latitude 32°46'33.5" N., longitude 117°14'45.5" W.

Note.—Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(c) Area M–3. In Mariners Basin, the entire water area west of a line drawn from Mariners Point Light; latitude 32°45'49.2" N., longitude 117°14'42.9" W.; to Mission Point Light; latitude 32°45'43.7" N., longitude 117°14'41.9" W.

Note.—Control over the anchoring of vessels and the placing of temporary moorings in this area is exercised by the City of San Diego Park and Recreation Department pursuant to local ordinances.

(d) Area M–4. In Quivira Basin, the water area enclosed by that portion of a circle of 45 yard radious from Quivira Basin Light 2; latitude 32°45'42.8" N., longitude 117°14'25.6" W.; through the arc from 354° T to 088° T.

Note.—This area is reserved for vessels under impound or control of the City of San Diego Park and Recreation Department Mission Bay Harbor Police.

(77 Stat. 116 (33 U.S.C. 180); 49 CFR 1.46(c)(2); 33 CFR 1.05–1(g))

A. P. Manning,

Rear Admiral, U.S. Coast Guard, Commander, Eleventh Coast Guard District.

[FR Doc. 81–15591 Filed 5–22–81; 8:45 am]

BILLING CODE 4910–14–M

ENVIRONMENTAL PROTECTION AGENCY

[A-7-FRL-1826-6]

40 CFR Part 52

Missouri; Approval and Promulgation of Implementation Plans

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Receipt of Submittal to Satisfy Conditions of Plan Approval.

SUMMARY: In order to satisfy the requirements of Part D of the Clean Air Act (CAA), as amended, the State of Missouri revised its State Implementation Plan (SIP) in 1979. On April 9, 1980, EPA conditionally approved certain elements of Missouri's plan. On April 14, 1981, the State submitted a revision to the regulations for the purpose of fulfilling one of these conditions. The condition involves the emission limit for volatile organic compounds (VOC) emissions during gasoline loading operations.

The purpose of this notice is to advise the public that the State of Missouri has made a submission involving this condition. EPA is reviewing the material submitted and intends to issue a notice of final rulemaking after the review is completed. Until final action is published in the Federal Register, the conditional approval of the SIP is being continued.

ADDRESSES: Copies of the State submission are available for inspection during normal business hours at the following locations:

Environmental Protection Agency, Air, Noise and Radiation Branch, 324 East 11th Street, Kansas City, Missouri 64106

Environmental Protection Agency, Public Information Reference Unit, 401 M Street, S.W., Washington, D.C. 20460

Missouri Department of Natural Resources, 2010 Missouri Boulevard, Jefferson City, Missouri 65101

FOR FURTHER INFORMATION CONTACT: Mary C. Carter at (816) 374–3791, FTS 758–3791.

SUPPLEMENTARY INFORMATION: On April 9, 1980, EPA conditionally approved certain elements of Missouri's SIP with regard to the requirements of Part D of the Clean Air Act, as amended. A detailed discussion of that action can be found in the **Federal Register** notice published on that date (45 FR 24140).

One of the conditions promulgated by the EPA requires the State to revise its regulation for VOC emissions during gasoline loading operations to be consistent with the emission limit recommended by the Control Techniques Guidelines (CTGs) or to provide adequate economic justification for accepting its regulation. This information was to be submitted to the EPA by March 15, 1981. On January 2, 1981, the State published in the Missouri Register a proposed revision to Section (3) of Missouri Rule 10 CSR 10–5.220, Control of Petroleum Liquid Storage and Transfer for the St. Louis ozone nonattainment area. This revision which changes the VOC emission limitation from 0.50 to 0.30 grams per gallon of gasoline loaded, was adopted by the State on March 25, 1981, after the public hearing on February 18, 1981, and submitted to the EPA as a revision to the Missouri SIP on April 14, 1981.

The public is advised that the State has submitted a revision to the regulations to meet this condition. EPA is reviewing the material to determine if it complies with the requirements of the Clean Air Act and the condition promulgated by EPA. EPA intends to issue a notice of final rulemaking after review of this submission is completed. EPA's conditional approval of the Missouri SIP is being continued until final action is published in the **Federal Register**.

Pursuant to the provisions of 5 U.S.C. 605(b) the Administrator has certified that SIP approvals under Sections 110 and 172 of the Clean Air Act will not have a significant economic impact on a substantial number of small entities (46 FR 8709, January 27, 1981). The State submission, if approved, would constitute a SIP approval under Sections 110 and 172 within the terms of the January 27 certification. This action would only approve State actions and would impose no additional substantive requirements. Moreover, due to the nature of the Federal-State relationship, Federal inquiry into the economic reasonableness of the State actions would serve no practical purpose and could well be improper.

Under Executive Order 12291, EPA must judge whether a rule is "major" and therefore subject to the requirement of a Regulatory Impact Analysis. This State submission, if approved, would not be "major" because it would only approve State actions and would impose no additional substantive requirements which are not currently applicable under State law. Hence it is unlikely to have an annual effect on the economy of $100 million or more, or to have other significant adverse impacts on the national economy.

This notice was submitted to the Office of Management and Budget (OMB) for review as required by Executive Order 12291.

Dated: May 1, 1981.

William W. Rice,

Acting Regional Administrator.

[FR Doc. 81–15526 Filed 5–22–81; 8:45 am]

BILLING CODE 6560–38–M

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40 CFR Part 52

[A-2-FRL 1820-1]

Approval and Promulgation of Implementation Plans; Revision to the New York State Implementation Plan

AGENCY: Environmental Protection Agency.

ACTION: Final rule.

SUMMARY: On May 21, 1980 (45 FR 33981), the Environmental Protection Agency (EPA) promulgated conditional approval of the New York State Implementation Plan (SIP) for the New York City metropolitan area with regard to its ability to meet the requirements of Part D of the Clean Air Act. Six of EPA's conditions on approval required the State to submit to EPA on or before August 1, 1980 certain documentation related to the SIP's transportation control provisions.

EPA received the required documentation under cover of a July 28,

1980 letter from the State and proposed its approval on November 21, 1980 (45 FR 77054). EPA is now taking action to finalize its proposal. EPA is also incorporating the provisions of the State's submission into the approved SIP and is revoking the applicable conditions on its approval of the plan. Until all conditions are met, conditional approval of the SIP will continue.

EFFECTIVE DATE: This action is effective on May 26, 1981.

ADDRESSES: Copies of the State's submission, comments received by EPA, and a technical support document to this notice are available for inspection during normal business hours at the following addresses:

Air Programs Branch, Environmental Protection Agency, Region II, 26 Federal Plaza, Room 1005, New York, New York 10278

Environmental Protection Agency, Public Information Reference Unit, 401 M Street, S.W., Washington, D.C. 20460

Copies of the State's submission are also available for inspection during normal usiness hours at the following address: The Office of the Federal Register, 1100 L Street, NW., Room 8401, Washington, D.C. 20408.

FOR FURTHER INFORMATION CONTACT: William S. Baker, Chief, Air Programs Branch, Environmental Protection Agency, Region II, 26 Federal Plaza, Room 1005, New York, New York 10278, (212) 264-2517.

SUPPLEMENTARY INFORMATION: On May 21, 1980, at 45 FR 33981, the Environmental Protection Agency (EPA) promulgated conditional approval of the New York State Implementation Plan (SIP) for the New York City metropolitan area (New York City and Nassau, Suffolk, Westchester and Rockland Counties) with regard to its ability to meet requirements of Part D of the Clean Air Act, as amended. Today's notice discusses six conditions of EPA's approval of the plan. These conditions required the State to submit to EPA by August 1, 1980:

1. Key milestones associated with projects relating to transportation control measures which are part of the SIP;

2. An improved program of study for the broader application of certain transportation control measures, and supplemental information on existing studies;

3. Additional documentation necessary to determine the reasonableness of the measure, "Controls on Extended Vehicle Idling;"

4. Criteria and procedures for making changes to transportation projects contained in the SIP;

5. Criteria and procedures for making changes to transportation studies contained in the SIP; and

6. The identification of the resources necessary to carry out the transportation planning process and certain transportation elements of the SIP.

In response to these requirements, on July 28, 1980, the Commissioner of the New York State Department of Environmental Conservation (NYSDEC) provided documentation addressing the six conditions.

EPA published its proposed approval of this submission in the November 21, 1980 issue of the Federal Register at 45 FR 77054. EPA found the State's submission to be generally adequate. However, EPA also indicated that: The State's program for the study of transportation control measures should have been broader and better developed; additional documentation should have been provided with regard to determining the reasonableness of the measure, "Controls on Extended Vehicle Idling;" the State's criterion for a "significant" delay in project implementation should have been shorter than fifteen months; and the financial and personnel resources for developing the SIP should have been defined in greater detail. The reader is referred to EPA's November 21, 1980 proposal for a detailed discussion of the New York submission and EPA's findings.

EPA received three comments with respect to its November 21, 1980 proposal. Comments were received in a January 19, 1981 letter from the Federal Highway Administration (FHWA), a February 10, 1981 letter from the NYSDEC, and a February 20, 1981 letter from the Tri-State Regional Planning Commission (Tri-State). Generally, the comments provided clarifying information with regard to several of the issues identified by EPA in its notice of proposed rulemaking.

Certain important facts provided by the commentators will be discussed in today's notice. However, a complete summary of the comments received and EPA's response to them appears in a separate technical support document to today's notice. This document is available for public review at the locations identified in the "Addresses" section presented earlier.

1. *Additional documentation necessary to determine the reasonableness of the measure, "Controls on Extended Vehicle Idling" (Condition (e)(3)).*

In its February 10, 1981 letter the NYSDEC pointed out that in previous correspondence to EPA, dated November 6, 1980, the State provided additional information to reevaluate the classification of the measure, "Controls on Extended Vehicle Idling." Based on this documentation the State recategorizes the status of this measure to "reasonably available," subject to its implementation on a complaint basis throughout the New York City metropolitan area exclusive of Westchester County. Upon formal endorsement of the appropriate elected officials, transportation coordinating committees, and Tri-State, the State will incorporate this measure into the SIP. The State will also request Westchester County to provide further documentation to support its determination that this measure is not reasonably available in the County.

EPA accepts the State's approach and will continue to view "Controls on Extended Vehicle Idling" as a reasonably available transportation control measure in the New York City metropolitan area.

2. *Criteria and procedures for revising and making changes to transportation projects contained in the SIP (Condition (e)(4)).*

The State in its comments agrees with EPA's suggestion that a delay in a project's implementation is "significant" if it occurs within the annual period used to determine if "reasonable further progress" is achieved. However, the State believes that EPA's suggestion that a six-month delay is significant is overly restrictive. Instead, the State will change its criterion for significance from fifteen to twelve months.

Further, the State in considering EPA's suggestion that four months is a reasonable time period in which to prepare and submit any necessary SIP revision has decided not to set a specific time period for such an activity. Due to the complexities and uncertainties associated with the actions committed to in the SIP, the State does not intend to establish any specific time period, but will address each SIP revision individually and expeditiously in consultation with the appropriate transportation coordinating committee.

EPA accepts the State's commitment to use twelve months as the criterion for determining when a delay in project implementation is significant. However, it should be noted that any change to a SIP project, whether significant or not, requires the submittal of a SIP revision. Nonsignificant changes should not require detailed justification, while significant changes will require the analysis of the change's impact on the clean air program. EPA accepts the State's commitment to give expeditious attention to such revisions.

Based on EPA's review of the submitted documents, the comments received, and discussions with affected agencies, EPA finds that the subject conditions on its approval of the New York SIP for the New York City metropolitan area have been substantively met. Therefore, EPA is incorporating the State's submission into the SIP and revoking the applicable conditions. This action is being made effective immediately since it provides no additional burden on the affected parties.

Under Section 307(b)(1) of the Clean Air Act, judicial review of this action is available only by the filing of a petition for review in the United States Court of Appeals for the appropriate circuit within sixty days of today. Under Section 307(b)(2) of the Clean Air Act, the requirements which are the subject of today's notice may not be challenged later in civil or criminal proceedings brought by EPA to enforce these requirements.

Under Executive Order 12291, EPA must judge whether a regulation is "Major" and therefore subject to the requirement of a Regulatory Impact Analysis. This regulation is not Major because it only approves actions taken by the State. It imposes no new regulatory requirements. Moreover, this action merely clarifies tasks already committed to in the SIP. It will not cost the State or local government agencies additional financial resources to fulfill this requirement.

This regulation was submitted to the Office of Management and Budget (OMB) for review as required by Executive Order 12291.

(Secs. 110, 172, 301, Clean Air Act, as amended (42 U.S.C. 7410, 7502, 7601))

Dated: May 15, 1981.

Walter C. Barber, Jr.,

Acting Administrator, Environmental Protection Agency.

Note.—Incorporation by reference of the State Implementation Plan for the State of New York was approved by the Director of the Federal Register on July 1, 1980.

Title 40, Chapter I, Subchapter C, Part 52, Code of Federal Regulations is amended as follows:

Subpart HH—New York

1. Section 52.1670 is amended by adding a new paragraph (c)(60) as follows:

§ 52.1670 Identification of plan.

* * * * *

(c) The plan revisions listed below were submitted on the dates specified.

* * * * *

(60) A supplemental submittal, dated July 28, 1980 from the New York State Department of Environmental Conservation which includes:

—Key milestones associated with projects relating to transportation control measures which are part of the SIP;

—An improved program of study for the broader application of certain transportation control measures, and supplemental information on existing studies;

—Additional documentation necessary to determine the reasonableness of the measure, "Controls on Extended Vehicle Idling;"

—Criteria and procedures for making changes to transportation projects contained in the SIP;

—Criteria and procedures for making changes to transportation studies contained in the SIP; and

—The identification of the resources necessary to carry out the transportation planning process and certain transportation elements of the SIP.

§ 52.1674 [Amended]

2. Section 52.1674 is amended by removing and reserving paragraph (e) in its entirety.

[FR Doc. 81-15515 Filed 5-22-81; 8:45 am]

BILLING CODE 6560-38-M

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40 CFR Part 52

[A-5-FRL 1821-5]

Approval and Promulgation of Implementation Plans; Ohio

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The EPA is approving a revision to the Ohio State Implementation Plan (SIP) for sulfur dioxide (SO_2) for the Naval Weapons Industrial Reserve Plant (NWIRP) in Franklin County, Ohio. The revision adds an alternative emission limitation of 3.65 lbs SO_2/MMBTU that will become effective when proposed plant changes are operational. The existing regulation, 1.06 lbs SO_2/MMBTU, will remain effective and enforceable until that time.

EFFECTIVE DATE: June 25, 1981.

ADDRESSES: The docket #5A-80-15 for this revision is available for inspection and copying during normal business hours at the Central Docket Section, West Tower Lobby, Gallery 1, EPA, 401 M Street, SW., Washington, D.C. 20460 and by appointment at the Air Programs Branch Docket Room, 11th floor, EPA, Region V, 230 South Dearborn Street, Chicago, Illinois 60604.

FOR FURTHER INFORMATION CONTACT: Susanne Karacki, Air Programs Branch, Environmental Protection Agency, 230 South Dearborn Street, Chicago, Illinois 60604, (312) 353-2211.

SUPPLEMENTARY INFORMATION:

Introduction

On August 27, 1976, EPA promulgated regulations for the control of sulfur dioxide in Ohio (41 FR 36323). On July 31, 1980, Rockwell International Corporation (Rockwell) petitioned the EPA to revise the federally promulgated emission limit for the Naval Weapons Industrial Reserve Plant (NWIRP) in Franklin County, Ohio, operated by Rockwell. The submittal was endorsed by the Department of the Navy on August 6, 1980 and August 7, 1980. Supplementary information was submitted by Rockwell on September 23, 1980 and endorsed by the Department of the Navy on September 29, 1980 and October 3, 1980. Rockwell requested that the emission limit be changed from 1.06 lbs SO_2/MMBTU to 3.65 lbs SO_2/MMBTU based on non-simultaneous operation of the boilers and two proposed physical changes at the plant; first, the installation of a lock-out system on the boiler coal-feeders to permanently derate the maximum design capacity of the boilers; and second, a stack height increase for the two existing stacks. EPA reviewed the petition and proposed to approve the SIP revision, subject to certain restrictions, on January 28, 1981 (46 FR 9127).

Control Strategy Evaluation

Rockwell presently operates five coal-fired boilers [1] with a combined design capacity of 414 MMBTU/hr which exhaust through two identical 23.8 meter stacks. Under these conditions, the existing emission limitation of 1.06 lbs SO_2/MMBTU is necessary to attain and maintain the National Ambient Air Quality Standards (NAAQS) for SO_2.

Rockwell requested that the emission limitation for the boilers at the NWIRP be increased based on three proposed changes at the facility. First Rockwell proposed that the five boilers be operated in only one of three possible combinations at any one time. They are as follows:

[1] Boilers 1, 2, 3, 5a, and 5b. For clarity, modules 5a and 5b of Boiler 5 will be considered as separate boilers in this approval.