

EFFECTIVE DATE: August 29, 1996.

FOR FURTHER INFORMATION CONTACT: Ms Patsy Conner, Air Force Federal Register Liaison Officer, SAF/AAX, 1720 Air Force Pentagon, Washington DC 20330-1720.

SUPPLEMENTARY INFORMATION:

List of Subjects in 32 CFR Part 862

Aircraft, Aviation safety, Government contracts, Government property.

PART 862—[REMOVED]

Accordingly under the authority 10 U.S.C. 8013, 32 CFR Chapter VII is amended by removing Part 862.

Patsy J. Conner,

Air Force Federal Register Liaison Officer.

[FR Doc. 96-22070 Filed 8-28-96; 8:45 am]

BILLING CODE 3910-01-M

32 CFR Part 909

USAF Training for Contractor Employees

AGENCY: Department of the Air Force, Department of Defense.

ACTION: Final rule.

SUMMARY: The Department of the Air Force is removing the rule on USAF Training for Contractor Employees. The rule is removed since the source document has been rescinded.

EFFECTIVE DATE: August 29, 1996.

FOR FURTHER INFORMATION CONTACT: Ms Patsy Conner, Air Force Federal Register Liaison Officer, SAF/AAX, 1720 Air Force Pentagon, Washington DC 20330-1720.

SUPPLEMENTARY INFORMATION:

List of Subjects in 32 CFR Part 909

Education, Government contracts.

PART 909—[REMOVED]

Accordingly under the authority 10 U.S.C. 8013, 32 CFR Chapter VII is amended by removing Part 909.

Patsy J. Conner,

Air Force Federal Register Liaison Officer.

[FR Doc. 96-22071 Filed 8-28-96; 8:45 am]

BILLING CODE 3910-01-W

32 CFR Part 950

Authority to Administer Oaths

AGENCY: Department of the Air Force, Department of Defense.

ACTION: Final rule.

SUMMARY: The Department of the Air Force is removing the rule on Authority to Administer Oaths. The rule is

removed since the source document has been rescinded.

EFFECTIVE DATE: August 29, 1996.

FOR FURTHER INFORMATION CONTACT: Ms Patsy Conner, Air Force Federal Register Liaison Officer, SAF/AAX, 1720 Air Force Pentagon, Washington DC 20330-1720.

SUPPLEMENTARY INFORMATION:

List of Subjects in 32 CFR Part 950

Investigations, Military law.

PART 950—[REMOVED]

Accordingly under the authority 10 U.S.C. 8013, 32 CFR Chapter VII is amended by removing Part 950.

Patsy J. Conner,

Air Force Federal Register Liaison Officer.

[FR Doc. 96-22069 Filed 8-28-96; 8:45 am]

BILLING CODE 3910-01-W

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 26 and 161

[CGD 92-052]

RIN 2115-AE36

Vessel Traffic Service New York Area

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is expanding the boundaries of Vessel Traffic Service New York (VTSNY) Area. This expansion provides the Vessel Traffic Center (VTC) with a more complete vessel traffic image for the entrances to New York Harbor via Ambrose Channel, Raritan Bay, and Long Island Sound. The expansion also furnishes additional information on weather conditions and potential hazards to navigation. As a result, the VTSNY area expansion will assist in safer and more efficient vessel transits in the congested New York Harbor channels and reduce the potential for groundings, rammings, and collisions.

EFFECTIVE DATE: This rule is effective on December 1, 1996.

ADDRESSES: Unless otherwise indicated, documents referenced in this preamble are available for inspection or copying at the office of the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street SW., room 3406, Washington, DC 20593-0001 between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: Irene Hoffman, Project Manager, Office of Vessel Traffic Management. The telephone number is 202-267-6277.

SUPPLEMENTARY INFORMATION:

Regulatory History

On August 27, 1990, the Coast Guard published a final rule entitled "Regulations for Required Participation in Vessel Traffic Service, New York" which established mandatory vessel participation in VTSNY (55 FR 34908). The rule became effective on February 15, 1991.

The original VTSNY Area was bounded by the Verrazano-Narrows Bridge to the south, the Brooklyn Bridge and Holland Tunnel to the east and north, Kill Van Kull to the Arthur Kill Railroad Bridge, and Newark Bay to the Lehigh Valley Draw Bridge.

On May 25, 1993, the Coast Guard published an NPRM to expand the VTSNY area in three phases (58 FR 30098). Phase I would expand VTSNY's required participation area from the existing boundary at the Verrazano-Narrows Bridge south to the entrance buoys at Ambrose, Swash, and Sandy Hook Channels in Lower New York Bay, and west into Raritan Bay terminating at a line from Great Kills Light on Staten Island to Point Comfort in New Jersey.

Phase II would expand the VTSNY area to encompass the Arthur Kill, south from the boundary at the Arthur Kill Railroad Bridge to the line in Raritan Bay, described above in the Phase I description. The Raritan River above the Raritan River Railroad Bridge is not included within the VTSNY area.

Phase III would expand the VTSNY boundary at the Brooklyn Bridge up the East River to the Throgs Neck Bridge. The Coast Guard received two letters commenting on the proposal which were addressed in the Interim Final Rule (58 FR 460081, Sept. 1, 1993) implementing Phase I of the VTSNY area expansion.

Background and Purpose

The Ports and Waterways Safety Act (33 U.S.C. 1221 *et seq.*), as amended by Port and Tanker Safety Act of 1978 and the Oil Pollution Act of 1990, provides authority for the Secretary of the Department of Transportation to construct, operate, maintain, improve or expand vessel traffic services. The Secretary has delegated this authority to the Commandant, U.S. Coast Guard.

Existing regulations require compliance with reporting and participation procedures for certain vessels entering and operating within the VTSNY area. VTSNY has a

surveillance system and radiotelephone network for collecting and disseminating information within this prescribed area.

The expansion of VTSNY furnishes additional information on weather conditions, traffic congestion, and potential hazards to navigation. This information is then relayed to vessels operating in the expanded area, permitting them to respond to conditions as necessary.

Discussion of Changes

In the NPRM, the Coast Guard proposed to expand VTSNY's area incrementally. There were to be two interim final rules for Phases I and II and a final rule encompassing Phase III. However, due to construction and software development delays and funding problems, Phases II and III will be implemented together in this final rule. The interim final rule implementing Phase I expansion area will also be adopted as final in this rule.

There will be a "VTS User Familiarization" period between August 29, 1996, through November 30, 1996. This familiarization period will allow both the VTS operators and VTS Users to gradually become familiar with the new service area before participation becomes mandatory. During the "VTS User Familiarization" period, the VTC will be prepared to provide VTS services and vessels will be encouraged to participate voluntarily in using the VTS services in the expanded area.

The combined Phase II and III expanded areas extend into the Raritan Bay and north through the Aurthur Kill, connecting with the existing VTSNY boundary at the Aurthur Kill Railroad Bridge; and from the existing VTSNY boundary at the Brooklyn Bridge up the East River to the Throgs Neck Bridge.

The tables contained in 33 CFR parts 26 and 161 which describe the radio frequency monitoring areas assigned to the VTSNY Area are being modified to coincide with the effective date of the area expansion.

The Coast Guard and VTS Users of the VTSNY area recently evaluated the usage levels of the radiotelephone frequencies assigned to VTSNY. This evaluation concluded that VHF-FM Channel 14 was overloaded and Channel 11 was under-used. To correct this disparity and distribute the voice communications equally among the available radio frequencies, the reporting and monitoring frequencies for VTS New York have been changed.

Vessel Movement Reporting System (VMRS) participants will now make their initial Sail Plan Report on Channel 11. The Final Report and all other reports will be made on Channel 14. VMRS participants and other VTS Users will monitor Channel 14 while transiting the VTS area. Vessels will not be required to monitor Channels 11 and 14 simultaneously. Instead of having two distinct frequency monitoring areas, the required monitoring areas for VHF-FM Channel 11 and Channel 14 will now extend throughout the VTS area.

Regulatory Evaluation

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the Regulatory Policies and Procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979).

The Coast Guard expects the economic impact of this proposal to be so minimal that a full regulatory evaluation is unnecessary. Most vessels that are affected by this rule are already required to participate in VTSNY. The expansion of the VTS area only requires vessels to communicate with the VTC earlier than presently required. In some cases, vessels are already voluntarily participating in the expanded areas. This final rule does not impose a measurable impact on these vessels.

Small Entities

The cost to small entities will not be significant because the expansion of VTSNY area only requires certain vessels to communicate with the VTC earlier than presently required. This requirement will have little impact on vessels that are affected by this rule. Therefore, the Coast Guard certifies under section 605(b) of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) that this rule will not have a significant economic impact on a substantial number of small entities.

Collection of Information

This rule contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

Federalism

The Coast Guard has analyzed this regulation under the principles and

criteria contained in Executive Order 12612 and has determined that it does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this final rule and concluded that under section 2.B.2 of Commandant Instruction M16475.1B, this rule is categorically excluded from further environmental documentation. Section 2.B.2.1 of that instruction excludes administrative action and procedural regulations and policies which clearly do not have any environmental impact. "A Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under **ADDRESSES**. This rule, which is primarily administrative, requires the Master, Pilot or person directing the movement of a vessel to participate in an expanded VTSNY area. No significant effect on the environment is expected. The Coast Guard also recognizes that this rulemaking may have a positive effect on the environment by minimizing the risk of environmental harm.

List of Subjects

33 CFR Part 26

Communications Equipment, Navigation (water), Marine safety, Radio, Telephone, Vessels.

33 CFR Part 161

Harbors, Reporting and recordkeeping requirements, Navigation (water), Vessels, Waterways.

Accordingly, the interim final rule amending 33 CFR Part 161 which was published at 58 FR 46081 on September 1, 1993, is adopted as final without change and 33 CFR parts 26 and 161 are amended as follows:

PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

1. The authority citation for part 26 continues to read as follows:

Authority: 33 U.S.C. 1201–1208; 49 CFR 1.46. Sections 26.04 and 26.09 also issued under sec. 4118, Pub. L. 101–380, 104 Stat. 523 (33 U.S.C. 1203 note).

2. In § 26.03, Table 26.03(f) is revised to read as follows:

TABLE 26.03(f).—VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services ¹ call sign	Designated frequency ² (channel designation)	Monitoring area
New York ³ New York Traffic ⁴	156.550 MHz (Ch. 11) and 156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25' N.; then west into waters of the Raritan Bay to the Raritan River Rail Road Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.95' N.; and then east including the waters of the Kill Van Kull and Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40°43.7' N.; longitude 74°01.6' W. in the Hudson River; and continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
Houston ³ Houston Traffic	156.600 MHz (Ch. 12) 156.550 MHz (Ch. 11) 156.600 MHz (Ch. 12)	Each vessel at anchor within the above areas. The navigable waters north 29° N., west of 94°20' W., south of 29°49' N., and east of 95°20' W.; The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37' N., 95°01.27' W.). The navigable waters south of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37' N., 95°01.27' W.).
Berwick Bay Berwick Traffic	156.550 MHz (Ch. 11)	The navigable waters south of 29°45' N., west of 91°10' W., north of 29°37' N., and east of 91°18' W.
St. Marys River Soo Control	156.600 MHz (Ch. 12)	The navigable waters of the St. Marys River between 45c°57' N. (De Tour Reef Light) and 46°38.7' N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16' N. and 46°01.57' N. (La Pointe to Sims Point in Potagannissing Bay and Worsley Bay).
San Francisco ³ San Francisco Offshore Vessel Movement Reporting Service. San Francisco Traffic	156.600 MHz (Ch. 12) 156.700 MHz (Ch. 14)	The waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8' N., 122°34.6' W.) excluding the San Francisco Offshore Precautionary Area. The waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay including its tributaries extending to the ports of Stockton, Sacramento and Redwood City.
Puget Sound ⁵ Seattle Traffic ⁶	156.700 MHz (Ch. 14) 156.250 MHz (Ch. 5A)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline. The navigable waters of the Strait of Juan de Fuca east of 124°40' W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52' W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon waters of the Strait of Georgia east of 122°52' W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic ⁷	156.725 MHz (Ch. 74)	The waters west of 124°40' W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48° N., and east of 127° W.
Vancouver Traffic	156.550 MHz (Ch. 11)	The navigable waters of the Strait of Georgia west of 122°52' W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
Prince William Sound ⁸ Valdez Traffic	156.650 MHz (Ch. 13)	The navigable waters south of 61°05' N., east of 147°20' W., north of 60° N., and west of 146°30' W.; and, all navigable waters in Port Valdez.
Louisville ⁸ Louisville Traffic	156.650 MHz (Ch. 13)	The navigable waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

Notes:

¹VTS regulations are denoted in 33 CFR Part 161. All geographic coordinates (latitude and longitude) are expressed in North American Datum of 1983 (NAD 83).

²In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

³Designated frequency monitoring is required within U.S. navigable waters. In areas which are outside the U.S. navigable waters, designated frequency monitoring is voluntary. However, prospective VTS Users are encouraged to monitor the designated frequency.

⁴VMRS participants shall make their initial report (Sail Plan) to New York Traffic on Channel 11 (156.550 MHz). All other reports, including the Final Report, shall be made on Channel 14 (156.700 MHz). VMRS and other VTS Users shall monitor Channel 14 (156.700 MHz) while transiting the VTS area. New York Traffic may direct a vessel to monitor and report on either primary frequency depending on traffic density, weather conditions, or other safety factors. This does not require a vessel to monitor both primary frequencies.

⁵A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

⁶Seattle Traffic may direct a vessel to monitor the other primary VTS frequency 156.250 MHz or 156.700 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

⁷A portion of Tofino Sector's monitoring area extends beyond the defined CVTS area. Designated frequency monitoring is voluntary in these portions outside of VTS jurisdiction, however, prospective VTS Users are encouraged to monitor the designated frequency.

⁸The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is used in these VTSs because the level of radiotelephone transmissions does not warrant a designated VTS frequency. The listening watch required by 26.05 of this chapter is not limited to the monitoring area.

PART 161—VESSEL TRAFFIC MANAGEMENT

3. The authority citation for part 161 continues to read as follows:

Authority: 33 U.S.C. 1231; 33 U.S.C. 1232, 49 CFR 1.46.

4. In § 161.12, Table 161.12(b) is revised to read as follows:

TABLE 161.12(b).—VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS

Vessel traffic services call sign	Designated ¹ frequency (channel designation)	Monitoring area
New York ²		
New York Traffic ³	156.550 MHz (Ch. 11) and 156.700 MHz (Ch. 14)	The navigable waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of the Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Rail Road Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.95'N.; and then east including the waters of the Kill Van Kull and Upper New York Bay north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40°43.7'N.; longitude 74°01.6'W. in the Hudson River; and continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.
Houston ²	156.600 MHz (Ch. 12)	Each vessel at anchor within the above areas.
Houston Traffic	156.550 MHz (Ch. 11)	The navigable waters north of 29°N., west of 94°20'W., south of 29°49'N., and east of 95°20'W.
	156.600 MHz (Ch. 12)	The navigable waters north of a line extending due west from the southern most end of Exxon Dock #1 (29°43.37'N., 95°01.27'W.).
Berwick Bay		
Berwick Traffic	156.550 MHz (Ch. 11)	The navigable waters south of 29°45'N., west of 91°10'W., north of 29°37'N., and east of 91°18'W.
St. Marys River		
Soo Control	156.600 MHz (Ch. 12)	The navigable waters of the St. Marys River between 45°57'N. (De Tour Reef Light) and 46°38.7'N. (Ile Parisienne Light), except the St. Marys Falls Canal and those navigable waters east of a line from 46°04.16'N. and 46°01.57'N. (LaPointe to Sims Point in Potagannissing Bay and Worsley Bay).
San Francisco ²		
San Francisco Offshore Vessel Movement.	156.600 MHz (Ch. 12)	The waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area.
Reporting Service San Francisco Traffic.	156.700 MHz (Ch. 14)	The waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay including its tributaries extending to the ports of Stockton, Sacramento and Redwood City.
Puget Sound ⁴		
Seattle Traffic ⁵	156.700 MHz (Ch. 14)	The navigable waters of Puget Sound, Hood Canal and adjacent waters south of a line connecting Marrowstone Point and Lagoon Point in Admiralty Inlet and south of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.

TABLE 161.12(b).—VESSEL TRAFFIC SERVICES (VTS) CALL SIGNS, DESIGNATED FREQUENCIES, AND MONITORING AREAS—Continued

Vessel traffic services call sign	Designated ¹ frequency (channel designation)	Monitoring area
	156.250 MHz (Ch. 5A)	The navigable waters of the Strait of Juan de Fuca east of 124°40'W. excluding the waters in the central portion of the Strait of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty of Juan de Fuca north and east of Race Rocks; the navigable waters of the Strait of Georgia east of 122°52'W.; the San Juan Island Archipelago, Rosario Strait, Bellingham Bay; Admiralty Inlet north of a line connecting Marrowstone Point and Lagoon Point and all waters east of Whidbey Island north of a line drawn due east from the southernmost tip of Possession Point on Whidbey Island to the shoreline.
Tofino Traffic ⁶	156.725 MHz (Ch. 74)	The waters west of 124°40'W. within 50 nautical miles of the coast of Vancouver Island including the waters north of 48°N., and east of 127°W.
Vancouver Traffic	156.550 MHz (Ch. 11)	The navigable waters of the Strait of Georgia west of 122°52'W., the navigable waters of the central Strait of Juan de Fuca north and east of Race Rocks, including the Gulf Island Archipelago, Boundary Pass and Haro Strait.
Prince William Sound ⁷ Valdez Traffic	156.650 MHz (Ch. 13)	The navigable waters south of 61°05'N., east of 147°20'W., north of 60°N., and west of 146°30'W.; and, all navigable waters in Port Valdez.
Louisville ⁷ Louisville Traffic	156.650 MHz (Ch. 13)	The navigable waters of the Ohio River between McAlpine Locks (Mile 606) and Twelve Mile Island (Mile 593), only when the McAlpine upper pool gauge is at approximately 13.0 feet or above.

Notes:

¹ In the event of a communication failure either by the vessel traffic center or the vessel or radio congestion on a designated VTS frequency, communications may be established on an alternate VTS frequency. The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is monitored in each VTS area; and it may be used as an alternate frequency, however, only to the extent that doing so provides a level of safety beyond that provided by other means.

² Designated frequency monitoring is required within U.S. navigable waters. In areas which are outside the U.S. navigable waters, designated frequency monitoring is voluntary. However, prospective VTS Users are encouraged to monitor the designated frequency.

³ VMRS participants shall make their initial report (Sail Plan) to New York Traffic on Channel 11 (156.550 MHz). All other reports, including the Final Report, shall be made on Channel 14 (156.700 MHz). VMRS and other VTS Users shall monitor Channel 14 (156.700 MHz) while transiting the VTS area. New York Traffic may direct a vessel to monitor and report on either primary frequency depending on traffic density, weather conditions, or other safety factors. This does not require a vessel to monitor both primary frequencies.

⁴ A Cooperative Vessel Traffic Service was established by the United States and Canada within adjoining waters. The appropriate vessel traffic Center administers the rules issued by both nations; however, it will enforce only its own set of rules within its jurisdiction.

⁵ Seattle traffic may direct a vessel to monitor the other primary VTS frequency 156.250 MHz or 156.700 MHz (Channel 5A or 14) depending on traffic density, weather conditions, or other safety factors, rather than strictly adhering to the designated frequency required for each monitoring area as defined above. This does not require a vessel to monitor both primary frequencies.

⁶ A portion of Tofino Sector's monitoring area extends beyond the defined CVTS area. Designated frequency monitoring is voluntary in these portions outside of VTS jurisdiction, however, prospective VTS Users are encouraged to monitor the designated frequency.

⁷ The bridge-to-bridge navigational frequency, 156.650 MHz (Channel 13), is used in these VTSs because the level of radiotelephone transmissions does not warrant a designated VTS frequency. The listening watch required by 26.05 of this chapter is not limited to the monitoring area.

5. Section 161.25 is revised to read as follows:

§ 161.25 Vessel Traffic Service New York Area.

The area consists of the navigable waters of the Lower New York Harbor bounded on the east by a line drawn from Norton Point to Breezy Point; on the south by a line connecting the entrance buoys at the Ambrose Channel, Swash Channel, and Sandy Hook Channel to Sandy Hook Point; and on the southeast including the waters of Sandy Hook Bay south to a line drawn at latitude 40°25'N.; then west into waters of the Raritan Bay to the Raritan River Rail Road Bridge; and then north including the waters of the Arthur Kill and Newark Bay to the Lehigh Valley Draw Bridge at latitude 40°41.9'N.; and then east including the waters of the Kill Van Kull and Upper New York Bay

north to a line drawn east-west from the Holland Tunnel Ventilator Shaft at latitude 40°43.7'N., longitude 74°01.6'W. in the Hudson River; and then continuing east including the waters of the East River to the Throgs Neck Bridge, excluding the Harlem River.

Note: Although mandatory participation in VTSNY is limited to the area within the navigable waters of the United States, VTSNY will provide services beyond those waters. Prospective users are encouraged to report beyond the area of required participation in order to facilitate advance vessel traffic management in the VTS area and to receive VTSNY advisories and/or assistance.

Dated: August 20, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard Chief, Marine Safety and Environmental Protection.

[FR Doc. 96-21733 Filed 8-28-96; 8:45 am]

BILLING CODE 4910-14-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[W169-01-7295a; FRL 5552-1]

Approval and Promulgation of State Implementation Plan; Wisconsin; GenCorp Inc. Site-Specific SIP Revision

AGENCY: Environmental Protection Agency (EPA).