

Issues

The goal of this study is to reduce maritime risk within Prince William Sound while allowing for increased efficiency of traffic management. The study may result in a finding that no changes are needed, or if warranted, one of the following or some other change: (1) Modify the TSS to allow vessels less restrictive access to the center of the channel (ie. reduce or eliminate the separation zone; (2) establish a precautionary area at the Pilot Station abeam of Bligh Reef; (3) remove the southern dogleg to provide a straight traffic lane between the Pilot Station and Cape Hinchinbrook; (4) establish a TSS in place of the safety fairway from Cape Hinchinbrook; or (5) establish a precautionary area and traffic lane in the vicinity of Cape Hinchinbrook.

Procedural Requirements

In order to provide safe access routes for movement of vessel traffic proceeding to and from U.S. ports, the PWSA directs that the Secretary designate necessary fairways and TSS's in which the paramount right of navigation over all other uses shall be recognized. Before a designation can be made, the Coast Guard is required to undertake a study of potential traffic density and the need for safe access routes.

During the study, the Coast Guard is directed to consult with federal and state agencies and to consider the views of representatives of the maritime community, port and harbor authorities or association, environmental groups, and other parties who may be affected by the proposed action.

In accordance with 33 U.S.C. 1223(c), the Coast Guard will, to the extent practicable, reconcile the need for safe access routes with the needs of all other reasonable uses of the area involved. The Coast Guard will also consider previous studies and experience in the areas of vessel traffic management, navigation, shiphandling, the affects of weather, and prior analysis of the traffic density in certain regions.

The results of this study will be published in the **Federal Register**. If the Coast Guard determines that new routing measures or other regulatory action is needed, a notice of proposed rulemaking will be published. It is anticipated that the study will be completed by early Fall.

Dated: February 2, 1998.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 98-3188 Filed 2-6-98; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[CT7-1-5298b; A-1-FRL-5949-5]

Approval and Promulgation of Air Quality Implementation Plans; Connecticut; Reasonably Available Control Technology for Volatile Organic Compounds at Sikorsky Aircraft Corporation in Stratford

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve a State Implementation Plan (SIP) revision submitted by the State of Connecticut. This revision establishes and requires reasonably available control technology (RACT) for volatile organic compound (VOC) emissions which are not subject to control technology guideline-based regulations (i.e., non-CTG VOC emission sources) at Sikorsky Aircraft Corporation in Stratford, Connecticut. In the Final Rules section of this **Federal Register**, EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period on this proposal. Any parties interested in commenting on this proposal should do so at this time.

DATES: Comments must be received on or before March 11, 1998.

ADDRESSES: Comments may be mailed to Susan Studlien, Deputy Director, Office of Ecosystem Protection (mail code CAA), U.S. Environmental Protection Agency, Region I, JFK Federal Bldg., Boston, MA 02203. Copies of the State submittal and EPA's technical support

document are available for public inspection during normal business hours, by appointment at the Office of Ecosystem Protection, U.S. Environmental Protection Agency, Region I, One Congress Street, 11th floor, Boston, MA and, the Bureau of Air Management, Department of Environmental Protection, State Office Building, 79 Elm Street, Hartford, CT 06106-1630.

FOR FURTHER INFORMATION CONTACT:

Steven A. Rapp, Environmental Engineer, Air Quality Planning Unit (CAQ), U.S. EPA, Region I, JFK Federal Building, Boston, MA 02203-2211; (617) 565-2773; or by E-mail at: Rapp.Steve@EPAMAIL.EPA.GOV.

SUPPLEMENTARY INFORMATION: For additional information, see the direct final rule which is located in the Rules section of this **Federal Register**.

Authority: 42 U.S.C. 7401-7671q.

Dated: December 29, 1997.

John P. DeVillars,

Regional Administrator, Region I.

[FR Doc. 98-3024 Filed 2-6-98; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[TX-85-1-7334b; FRL-5956-1]

Approval and Promulgation of State Air Quality Plans, Texas; Alternate Reasonably Available Control Technology Demonstration for Raytheon TI Systems, Inc.

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The Environmental Protection Agency (EPA) is proposing approval of a site-specific revision to the Texas State Implementation Plan for Raytheon TI Systems, Incorporated (RTIS) of Dallas. This revision was submitted by the Governor on January 9, 1997, to establish an alternate reasonably available control technology demonstration to control volatile organic compounds for the surface coating processes at the RTIS Lemmon Avenue facility. Please see the direct final rule of this action located elsewhere in today's **Federal Register** for a detailed discussion of this rulemaking.

DATES: Comments on this proposed rule must be postmarked by March 11, 1998.

ADDRESSES: Comments should be mailed to Thomas H. Diggs, Chief, Air Planning Section (6PD-L), EPA Region