

need not be opened for the passage of vessels.

Dated: December 4, 1998.

Thomas E. Bernard,

Captain, U.S. Coast Guard, Fifth Coast Guard District, Acting District Commander.

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-98-101]

Drawbridge Operation Regulations; New Jersey Intracoastal Waterway; Cape May Canal

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Cape May Canal Railroad Bridge across the Intracoastal Waterway (ICW), mile 115.1, in Cape May, New Jersey. From 8 a.m. until 5 p.m., December 16, 17, and 18, 1998, the bridge will be maintained in the closed position. This closure is necessary to facilitate the ongoing reconstruction of the bridge's swing span.

DATES: This deviation is effective from 8 a.m. until 5 p.m. each day on December 16, 17, and 18, 1998.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The Cape May Canal Railroad Bridge is owned by New Jersey Transit Corporation (NJT). The current regulations in Title 33 Code of Federal Regulations, Section 117.41 require the draw be maintained in the fully open position to permit the passage of vessels and drawtender service discontinued. The draw shall remain in the fully open position until drawtender service is restored or authorization under Section 117.39 is given for the draw to remain closed and untended.

Under an agreement with NJT and Cape May Seashore Lines, Inc., (CMSL), CMSL would be responsible for reactivation of the rail service, the operation of the drawbridge and the bridge accessories. In December 1997, the Coast Guard approved the reconstruction of the bridge for mechanical, electrical and structural

repairs. On November 13, 1998, the Coast Guard received a request from CMSL to schedule daytime closures of the bridge to facilitate the ongoing reconstruction of the drawbridge. No openings were logged, since the bridge has been maintained in the fully open position to vessels since the late 1970's.

The Coast Guard has advised the local Coast Guard units (USCG Group Atlantic City and Station Cape May) of the bridge's inability to open for vessels on the requested times and dates, and they did not object. CMSL has ensured that advance notification of the scheduled closures will be posted in the Atlantic City Press Cape May Edition. Additionally, the Coast Guard will inform the commercial/recreational users of the waterway of the bridge closures in the weekly Notice to Mariners so that these vessels can arrange their transits to avoid being negatively impacted by the temporary deviation.

From 8 a.m. until 5 p.m., on 16, 17, and 18, December 1998, this deviation allows the Cape May Canal Railroad Bridge, ICW mile 115.1 in Cape May to remain closed.

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[Region 2 Docket No. NJ32-183c, FRL-6203-3]

Approval and Promulgation of Implementation Plans; Reasonably Available Control Technology for Oxides of Nitrogen for Specific Sources in the State of New Jersey

AGENCY: Environmental Protection Agency (EPA).

ACTION: Withdrawal of direct final rule.

SUMMARY: Due to receipt of an adverse comment, EPA is withdrawing a portion of the direct final rule which approved revisions to the New Jersey State Implementation Plan. EPA published the direct final rule on October 20, 1998 (63 FR 56086), approving four (4) revisions consisting of fifteen (15) source-specific reasonably available control technology determinations for controlling oxides of nitrogen. As stated in the direct final rule, if adverse comments were received by November

19, 1998, a timely withdrawal would be published in the **Federal Register**. EPA subsequently received an adverse comment concerning one source-specific determination contained in the direct final rule. As a result, EPA is withdrawing its approval of the source-specific SIP revision for the Jersey Central Power & Light Company-52.1570(c)(64)(i)(A)(14). EPA will act on this source-specific SIP revision when New Jersey submits a revised reasonably available control technology determination. EPA's approval of the remaining fourteen source-specific SIP revisions announced in the direct final rule are not affected by today's withdrawal document.

DATES: As of December 16, 1998, EPA withdraws the addition of 40 CFR 52.1570(c)(64)(i)(A)(14) published in the **Federal Register** on October 20, 1998 (63 FR 55949).

FOR FURTHER INFORMATION CONTACT: Ted Gardella, Air Programs Branch, Environmental Protection Agency, 290 Broadway, 25th Floor, New York, New York 10007-1866, (212) 637-4249.

SUPPLEMENTARY INFORMATION: The July 10, 1996 submittal included a Conditions of Approval Document (or permit) dated April 6, 1996 for Jersey Central Power and Light (JCP&L) Company's four combined cycle combustion turbines at its Gilbert Generating Station in Holland Township, Hunterdon County, New Jersey. GPU Generation Corporation (Genco), the operator of the JCP&L Gilbert Station, wrote to EPA on November 19, 1998 and stated that the Conditions of Approval Document for the Gilbert Station had been revised subsequent to its submittal to EPA by the State of New Jersey and requested that EPA withdraw the direct final rule as it pertains to the Gilbert Station's turbines.

Conclusion

EPA agrees with Genco's November 19, 1998 request and has determined that withdrawal is warranted. Therefore, this action withdraws 40 CFR 52.1570(c)(64)(i)(A)(14) for JCP&L's four combined cycle combustion turbines at the Gilbert Station. EPA will take action on the currently effective Conditions of Approval Document when New Jersey submits it to EPA.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Incorporation by reference, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements.