

Vessel	Number	Angle in degrees of task lights off the vertical as viewed from directly ahead or astern
USS PORTLAND	LPD 27	10

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TABLE FIVE

Vessel	Number	Masthead lights not over all other lights and obstructions. Annex 1, sec. 2(f)	Forward masthead light not in forward quarter of ship. Annex 1, sec. 3(a)	After masthead light less than 1/2 ship's length aft of forward masthead light. Annex 1, sec. 3(a)	Percentage horizontal separation attained
USS PORTLAND	LPD 27			X	71

Approved: March 2, 2017.
A.S. Janin,
Captain, JAGC, U.S. Navy, Deputy Assistant Judge Advocate, General (Admiralty and Maritime Law).
 Dated: March 8, 2017.
A.M. Nichols,
Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.
 [FR Doc. 2017-05159 Filed 3-21-17; 8:45 am]
BILLING CODE 3810-FF-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG-2017-0137]

Drawbridge Operation Regulation; Shark River, Avon, NJ

AGENCY: Coast Guard, DHS.
ACTION: Notice of deviation from drawbridge regulation.

SUMMARY: The Coast Guard has issued a temporary deviation from the operating schedule that governs the NJ Transit Railroad Bridge across Shark River (South Channel), mile 0.9, at Avon, NJ.

This deviation is necessary to facilitate testing and replacement of the drive motor. This deviation allows the bridge to remain in the closed-to-navigation position.

DATES: This deviation is effective from 10 p.m. on March 24, 2017, through 6 a.m. on March 25, 2017.

ADDRESSES: The docket for this deviation, [USCG-2017-0137] is available at <http://www.regulations.gov>. Type the docket number in the "SEARCH" box and click "SEARCH". Click on Open Docket Folder on the line associated with this deviation.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary deviation, call or email Mr. Martin Bridges, Bridge Administration Branch Fifth District, Coast Guard, telephone 757-398-6422, email Martin.A.Bridges@uscg.mil.

SUPPLEMENTARY INFORMATION: The New Jersey Transit, who owns and operates the NJ Transit Railroad Bridge across the Shark River, mile 0.9, at Avon, NJ, has requested a temporary deviation from the current operating regulation set out in 33 CFR 117.751, to facilitate replacement of the drive motor on the vertical span of the bridge.

Under this temporary deviation, the bridge will remain in the closed-to-

navigation position from 10 p.m., March 24, 2017, to 6 a.m., March 25, 2017. The drawbridge is a single span which has a vertical clearance in the closed-to-navigation position of 9 feet above mean high water.

The NJ Transit Railroad Bridge is used by recreational vessels, tug and barge traffic, fishing vessels, and small commercial vessels. The Coast Guard has carefully considered the nature and volume of vessel traffic on the waterway in publishing this temporary deviation.

Vessels able to pass through the bridge in the closed position may do so at anytime. The bridge span will not be able to open in case of an emergency and there is no immediate alternate route for vessels to pass. The Coast Guard will also inform the users of the waterway through our Local Notice and Broadcast Notices to Mariners of the change in operating schedule for the bridge so that vessel operators can arrange their transits to minimize any impact caused by the temporary deviation.

In accordance with 33 CFR 117.35(e), the drawbridge must return to its regular operating schedule immediately at the end of the effective period of this temporary deviation. This deviation from the operating regulations is authorized under 33 CFR 117.35.

Dated: March 6, 2017.

Hal R. Pitts,

Bridge Program Manager, Fifth Coast Guard District.

[FR Doc. 2017-05648 Filed 3-21-17; 8:45 am]

BILLING CODE 9110-04-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA-R09-OAR-2016-0727; FRL-9960-32-Region 9]

Limited Federal Implementation Plan; Prevention of Significant Deterioration Requirements for Fine Particulate Matter (PM_{2.5}); California; North Coast Unified Air Quality Management District

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Environmental Protection Agency (EPA) is finalizing a limited Federal Implementation Plan (FIP) under the Clean Air Act (CAA or Act) to apply to the North Coast Unified Air Quality Management District (North Coast Unified AQMD or District) in California. This limited FIP will implement provisions to regulate fine particulate matter (PM_{2.5}) under the CAA Prevention of Significant Deterioration (PSD) program within the District. The EPA previously issued two findings of failure to submit a State Implementation Plan (SIP) addressing these PSD requirements and also issued a partial disapproval action applicable to the North Coast Unified AQMD portion of the California SIP that triggered the duty under CAA section 110(c)(1) for the EPA to promulgate this limited FIP. Under this final rule, the EPA will be the CAA PSD permitting authority for any new or modified major sources subject to PSD review for PM_{2.5} or its precursors within the District.

DATES: This rule is effective on April 21, 2017.

ADDRESSES: The EPA has established Docket ID Number EPA-R09-OAR-2016-0727 for this action. All documents in the docket are listed in the www.regulations.gov index for this rulemaking. Although listed in the index, some information is not publicly available (*e.g.*, CBI or other information whose disclosure is restricted by statute). Certain other material, such as copyrighted material, will be publicly available only in hard copy form. Publicly available docket materials are available either electronically at

www.regulations.gov or in hard copy at EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105 during normal business hours. For security purposes, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section during normal business hours to view a hard copy of the docket.

FOR FURTHER INFORMATION CONTACT: Laura Yannayon, (415) 972-3534 or yannayon.laura@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this document, the terms “we,” “us,” and “our” refer to the EPA.

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I. Proposed Action

On December 22, 2016 (81 FR 93872), the EPA proposed a limited FIP for the North Coast Unified AQMD in California, which would apply the EPA’s PSD regulatory program under 40 CFR 52.21 specifically to sources in the District subject to PSD review for emissions of PM_{2.5} or PM_{2.5} precursors. CAA section 110(c)(1) requires the EPA Administrator to promulgate a FIP at any time within two years after the Administrator either finds that a state has failed to make a required SIP submission or disapproves a state’s SIP in whole or in part, unless the state submits and the EPA approves a SIP that corrects the deficiency before the Administrator promulgates the FIP. In this case, as discussed in the EPA’s proposal for this limited FIP action, the EPA is required to promulgate this FIP for sources subject to PSD review for emissions of PM_{2.5} or PM_{2.5} precursors in the North Coast Unified AQMD in order to address SIP deficiencies relating to the PSD requirements for such sources that EPA identified in earlier actions; California has not submitted revised rules that resolve these deficiencies and thus we have not approved a SIP submittal for the North Coast Unified AQMD to correct these deficiencies.

The requirement that the EPA promulgate this limited FIP for the North Coast Unified AQMD stems from several actions taken previously by the EPA in accordance with CAA requirements. In 2008, the EPA promulgated a rulemaking finalizing regulations to implement the New Source Review program for PM_{2.5} (PM_{2.5} NSR Rule).¹ The PM_{2.5} NSR Rule

¹ Implementation of the New Source Review (NSR) Program for Particulate Matter Less than 2.5 Micrometers (PM_{2.5}), 73 FR 28321 (May 16, 2008).

required, among other things, that states develop SIPs addressing the PSD permitting requirements for the regulation of major stationary sources and major modifications of PM_{2.5} emissions, including such sources emitting precursors of PM_{2.5}. In 2010, the EPA promulgated a rulemaking amending the PSD program regulations for PM_{2.5} to add provisions governing the maximum allowable increases in ambient pollutant concentrations (increments), with which new major stationary sources and major modifications of PM_{2.5} or PM_{2.5} precursor emissions must demonstrate compliance as a condition of obtaining a PSD permit (PM_{2.5} Increments Rule).² The PM_{2.5} Increments Rule requires states to submit SIPs modifying their PSD permitting regulations to incorporate the PM_{2.5} increment provisions.

On January 15, 2013, the EPA issued a finding of failure to submit for the State of California in which it found that California had failed to make an infrastructure³ SIP submittal providing certain required basic program elements of CAA section 110(a)(2) that are necessary to implement the 2008 Ozone National Ambient Air Quality Standard (NAAQS).⁴ Relevant here, the EPA found that California had not submitted a SIP to address the PSD permitting requirements of CAA section 110(a)(2)(C), (D)(i)(II), and (J) for areas including the North Coast Unified AQMD. That finding resulted in a deadline of February 14, 2015, for the EPA to promulgate a FIP pursuant to CAA section 110(c)(1) to address the outstanding SIP elements unless, prior to that time, the State submitted, and the EPA approved, a SIP that corrected the identified deficiencies.⁵

On April 1, 2016, the EPA published a final rule partially approving and partially disapproving several CAA infrastructure SIP revisions submitted by the State of California related to the implementation, maintenance and enforcement of the NAAQS for ozone, PM_{2.5}, lead, nitrogen dioxide (NO₂), and sulfur dioxide (SO₂).⁶ We partially

² Prevention of Significant Deterioration (PSD) for Particulate Matter Less than 2.5 Micrometers (PM_{2.5})—Increments, Significant Impact Levels (SILs) and Significant Monitoring Concentrations (SMC), 75 FR 64864 (Oct. 20, 2010). The PM_{2.5} Increments Rule also promulgated several optional revisions to the PSD permitting program which are not addressed in this notice.

³ We refer to such SIP revision submittals as “infrastructure” SIPs because they are intended to address the basic structural SIP requirements for new or revised NAAQS.

⁴ 78 FR 2882, 2889.

⁵ See 78 FR at 2886.

⁶ 81 FR 18766.