

peak located due north of the center of section 4.

(5) Then in a straight-line southeast to the 1410-foot peak located in the southwest corner of section 3.

(6) From this peak in a straight-line southeast to the border of Sections 10 and 11 where the power-line crosses these two sections. This intersection is northeast of the center of section 10 and northwest of the center of section 11.

(7) From this point in a straight line southeast to the 600-foot elevation line where this intersections State Highway 224 southwest of the center of section 11.

(8) From this point southwest, following the north side of State Highway 224, through section 10, through the southeast corner of section 9, through the northwest corner of section 16, through section 17 to where the 560-foot elevation level intercepts State Highway 224 southwest of the center of section 17 just east of Demoss Road.

(9) From this 560-foot elevation point, running north along this elevation line through section 17, through section 8, through section 5 and through section 32 until meeting the beginning point at the aqueduct in section 32.

Signed: May 11, 2000.

Bradley A. Buckles,
Director.

[FR Doc. 00-12662 Filed 5-18-00; 8:45 am]

BILLING CODE 4810-31-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 167

[USCG-1999-5198]

Port Access Route Study for Approaches to Los Angeles/Long Beach

AGENCY: Coast Guard, DOT.

ACTION: Notice of study results.

SUMMARY: The Coast Guard announces the results of a Port Access Route Study which evaluated the vessel routing and traffic management measures for the approaches to Los Angeles and Long Beach. The study was necessary because of major port improvements made to both ports. It was completed in July, 1999. This document summarizes the study recommendations.

ADDRESSES: Comments and material received from the public, as well as documents mentioned in this preamble as being available in the docket, are part of docket USCG-1999-5198 and are

available for inspection or copying at the Docket Management Facility, U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For questions on this notice, contact Lieutenant Commander Brian Tetreault, Vessel Traffic Management Officer, Eleventh Coast Guard District, telephone 510-437-2951, e-mail Btetreault@d11.uscg.mil; or Mike Van Houten, Aids to Navigation Section Chief, Eleventh Coast Guard District, telephone 510-437-2968, e-mail MVanHouten@d11.uscg.mil. For questions on viewing the docket, call Dorothy Walker, Chief, Dockets, Department of Transportation, telephone 202-366-9329.

SUPPLEMENTARY INFORMATION: You may obtain a copy of the Port Access Route Study (PARS) by contacting either person at the Eleventh Coast Guard District listed under **FOR FURTHER INFORMATION CONTACT**. A copy is also available in the public docket at the address listed under the **ADDRESSES** section and electronically on the DMS Web Site at <http://dms.dot.gov>.

Geographic coordinates. All geographic coordinates cited in this notice utilize the North American Datum of 1983 (NAD 83).

Definitions

The following definitions should help you review this document:

Precautionary area means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

Regulated Navigation Area or RNA is a water area within a defined boundary for which regulations for vessels navigating within the area have been established under this part.

Separation Zone or line means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

Traffic lane means an area within defined limits in which one-way traffic is established.

Traffic Separation Scheme or TSS means a routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

Vessel routing system means any system of one or more routes or routing measures aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, inshore traffic zones, roundabouts, precautionary areas, and deep-water routes.

Background and Purpose

When Did the Coast Guard Conduct This Port Access Route Study (PARS)?

We announced the PARS in a document published in the **Federal Register** on March 11, 1999 (63 FR 12140) and completed the study in July, 1999.

Why Did the Coast Guard Conduct the PARS?

A PARS was needed to evaluate the effects of port improvement projects for the ports of Los Angeles and Long Beach on navigational safety and vessel traffic management efficiency, and to recommend any necessary changes to existing routing measures. This study recommends modifications to the existing TSS's.

The study area included the navigable waters of Los Angeles and Long Beach Harbors, the Los Angeles/Long Beach TSS, and all waters bounded by the coastline and the following coordinates:

Latitude	Longitude
33°47.00' N	118°25.40' W.
33°47.00' N	118°38.60' W.
33°15.50' N	118°38.60' W.
33°15.50' N	117°52.70' W.
33°35.30' N	117°52.70' W.

Major port improvement projects for the Ports of Los Angeles and Long Beach began in 1995 and should be completed by June, 2000. These projects include the following:

- Lengthening of the Los Angeles Approach Channel to extend approximately 3.5 nautical miles beyond the Los Angeles breakwater.
- Deepening of the Los Angeles Approach Channel to a project depth of 81 feet.
- Slight shift of the Long Beach Approach to a 355 degrees True inbound course.
- Deepening of the Long Beach Approach Channel to a project depth of 69 feet.

Fill and construction activities within the Los Angeles/Long Beach Harbors and development of a shallow water habitat have constricted the amount of room available for small commercial and recreational traffic to maneuver within the Outer Harbor and in the area

immediately outside the San Pedro, Middle, and Long Beach breakwaters. This has the effect of concentrating traffic flows and placing small marine traffic more directly in competition with deep draft traffic for use of the Precautionary Area.

What Data Did the Coast Guard Use To Help Conduct the PARS?

Recommendations relied heavily on the comments received during the PARS. While all comments on related issues of vessel routing were welcome, the notice of study solicited comments on the following specific questions to help focus the study:

1. What navigational hazards do vessels operating in the study area face? Will there be additional hazards once port improvement projects are completed?

2. Are there strains on the current vessel routing system? Will there be additional strains once port improvement projects are completed?

3. Are modifications to the existing vessel routing measures needed to address existing or future hazards and strains and improve traffic management efficiency in the study area?

4. Do you have any specific recommendations regarding aids to navigation design for the lengthened approach channels?

Three comment letters were received and indicated strong overall support for the study recommendations. We also reviewed the results of a 1982 LA/LB Port Access Route Study (47 FR 27430, June 24, 1982) and a 1995 Port Access Route Study (61 FR 55248, October 25, 1996) which focused on vessel traffic management measures along the California coast from San Francisco to Los Angeles.

Study Recommendations

The study recommends three changes to the existing vessel routing and traffic management measures.

1. Expand the Existing LA/LB Precautionary Area

The study found that the existing Precautionary Area should be expanded to provide enhanced navigational safety in light of the pending and planned improvements to the port facilities and navigational channels previously discussed. The port improvements discussed above will allow even larger vessels to call on Los Angeles and Long Beach. These larger, less maneuverable ships will be constrained to the channels. The study also noted that the current practice of freighters, tankers, tugs and barges, fishing boats and pleasure craft converging in the

Precautionary Area would continue to present hazards for all mariners.

Expansion of the existing Precautionary Area should result in several positive impacts for safe navigation. First, the expanded Precautionary Area should give vessels of all types, sizes, and drafts more time and room to maneuver in their approach to or departure from the ports. Second, the Commander, Eleventh Coast District, is planning modifications to the San Pedro Bay RNA, promulgated at 33 CFR 165.1109, to geographically match the expanded Precautionary Area. When specified categories of vessels enter the RNA, they are required to slow. This allows more time for vessel traffic management, *e.g.* queuing of vessels arriving and departing during peak periods and coordinating passing arrangements. Finally, the expanded Precautionary Area should be well adapted to the lengthened Los Angeles entrance channel. This study recommends the new Precautionary Area as the area enclosed by the following geographical positions:

Latitude	Longitude
33°43.40' N	118°10.80' W.
33°37.70' N	118°06.50' W.
33°35.50' N	118°09.00' W.
33°35.50' N	118°17.60' W.
33°42.30' N	118°17.60' W.

2. Relocate the Western and Southern TSSs

The study found that the existing western and southern TSSs do not yield safe or practical approaches to the improved Long Beach and Los Angeles entrance channels. The study recommends a shift of the western TSS to the south and a shift of the southern TSS to the west.

A. Western TSS

In order to reduce the maneuvering difficulties for vessels needing to use the extended Los Angeles entrance channel, the western TSS needs to be relocated to the south. The proposed coordinates should allow even the largest vessels safe transit between Los Angeles channel and the western lane. This study recommends shifting the western TSS 2.25 nautical miles (NM) to the south. The new northern edge of the northbound coastwise lane would begin at 33°38.70' N, 118°17.60' W, extend approximately 2.5 NM at 270° True, and turn northwest to 300° True at 33°38.70' N, 118°20.60' W. The new southern edge of the southbound coastwise lane would extend the existing lane at 120° True for approximately 4.45 NM before turning to 090° True at 33°35.50' N,

118°23.43' W. The lane will meet the Precautionary Area at 33°35.50' N, 118°17.60' W. Traffic lanes will remain 1 NM wide and separated by the Separation Zone formed by a line connecting the following geographical positions:

Latitude	Longitude
33° 37.70' N	118° 17.60' W.
33° 36.50' N	118° 17.60' W.
33° 36.50' N	118° 23.10' W.
33° 43.20' N	118° 36.90' W.
33° 44.90' N	118° 35.70' W.
33° 37.70' N	118° 20.90' W.

B. Southern TSS

In order to reduce the maneuvering difficulties for vessels needing to use the extended Los Angeles entrance channel and the Long Beach channel, the southern TSS should be shifted westward. The recommended shift aligns the southern TSS with Long Beach channel and should allow a more direct approach to Los Angeles channel. The study also noted that by shifting the existing southern TSS, oil platforms located in the TSS separation zone would no longer be in the TSS, which should increase the safety of the platforms and transiting vessels.

This study recommends the following changes to the southern TSS for the Los Angeles/Long Beach approach. The eastern edge of the northbound coastwise lane would begin at 33°20.00' N, 118°02.30' W, extend in the direction of 340° True and meet the Precautionary Area at 33°35.50' N, 118°09.00' W. The western edge of the southbound coastwise lane would begin at the Precautionary Area at 33°35.50' N, 118°14.00' W, extend in the direction of 160° True, and end at 33°18.70' N, 118°06.75' W. The Separation Zone formed by a line connecting the following geographical positions will separate inbound and outbound traffic lanes:

Latitude	Longitude
33°35.50' N	118°10.30' W.
33°35.50' N	118°12.75' W.
33°19.70' N	118°03.50' W.
33°19.00' N	118°05.60' W.

The new lanes will no longer be tapered, but will have a constant width of 1 NM wide through their entire length.

Modifications to Aids to Navigation

The PARS solicited specific recommendations regarding the aids to navigation design for the lengthened approach channels to Los Angeles and Long Beach, CA. Specific

recommendations included adding, deleting, relocating and upgrading the existing buoys in these channels. The Commander, Eleventh Coast Guard District will review these recommendations and make final decisions concerning Los Angeles-Long Beach aids to navigation in light of the Coast Guard's waterways analysis management system (WAMS). Specific questions on WAMS should be directed to the Eleventh Coast Guard District's points of contact listed in **FOR FURTHER INFORMATION CONTACT**.

Modifications to the RNA

The Commander, Eleventh Coast Guard District is planning modifications to the San Pedro Bay RNA. A notice of proposed rulemaking (NPRM), only dealing with the RNA, will be published in the **Federal Register**. As previously discussed, one proposed change will make the RNA geographically the same as the precautionary area. The RNA rulemaking will also address vessel operating requirements; vessel size, speeds, draft limitations; operating conditions; pilot boarding areas; and restrictions under hazardous conditions.

Conclusion

We appreciate the comments we received concerning the PARS. We will solicit additional comments on the recommended changes to the existing routing measures we will propose in an NPRM to be published in the **Federal Register** before making any submission to the International Maritime Organization.

Dated: May 11, 2000.

R.C. North,

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

[FR Doc. 00-12572 Filed 5-18-00; 8:45 am]

BILLING CODE 4910-15-P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 51

[AD-FRL-6701-1; Docket No. A-99-05]

RIN 2060-AF01

Requirements for Preparation, Adoption, and Submittal of State Implementation Plans (Guideline on Air Quality Models); Conference on Air Quality Modeling

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule; conference.

SUMMARY: We announce the Seventh Conference on Air Quality Modeling. Such a conference is required by Section 320 of the Clean Air Act (CAA) to be held every 3 years. The purpose of the Seventh Conference is to provide a forum for public review and comment on proposed revisions to the Guideline on Air Quality Models—"Guideline" published on April 21, 2000. The proposed revisions are based on our review and analyses of comments received at the Sixth Conference on Air Quality Modeling, held in August 1995.

DATES: The seventh conference will be held on June 28, 2000 from 9 a.m. to 5:30 p.m. and on June 29, 2000 from 8:30 a.m. to 5 p.m. Requests to speak at the conference should be submitted to the individual listed below by June 15, 2000. All written comments must be submitted by close of business August 21, 2000.

ADDRESSES: *Conference:* The conference will be held in the EPA Auditorium, 401 M Street, S.W., Washington, D.C.

Comments: Written statements or comments not presented at the conference should be submitted (in duplicate if possible) to: OAR Regulatory Docket (6102), Room M-1500, Waterside Mall, Attention: OAR Regulatory Docket A-99-05, U.S. Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460. We invite you to submit adverse or critical comments pertinent to the proposal to that docket. The docket is available for public inspection and copying between 8:00 a.m. and 5:30 p.m., Monday through Friday, at the address above. Please furnish duplicate comments to Tom Coulter, Air Quality Modeling Group (MD-14), U.S. Environmental Protection Agency, Research Triangle Park, NC 27711. You may send electronic versions of comments pertinent to the proposal to: A-AND-R-DOCKET@epamail.epa.gov. Alternatively, comments are acceptable in WordPerfect 6.1 (or higher), preferably zipped (e.g., WinZip) as an attachment to the e-mail message. You must include the docket identification (A-99-05) with all electronic submittals. You may file electronic comments on this proposal online at many Federal Depository Libraries.

FOR FURTHER INFORMATION CONTACT: C. Thomas Coulter, Air Quality Modeling Group (MD-14), Office of Air Quality Planning and Standards, U.S. Environmental Protection Agency, Research Triangle Park, NC 27711; telephone (919) 541-0832.

SUPPLEMENTARY INFORMATION:

Background

The Guideline (appendix W to 40 CFR part 51) is used by EPA, States, and industry to prepare and review new source permits and State Implementation Plan revisions. The Guideline serves as a means by which consistency is maintained in air quality analyses. We originally published the Guideline in April 1978 and it was incorporated by reference in the regulations for the Prevention of Significant Deterioration (PSD) of Air Quality in June 1978. We revised the Guideline in 1986, and updated it with supplement A in 1987, supplement B in July 1993, and supplement C in August 1995. We published the Guideline as appendix W to 40 CFR part 51 when we issued supplement B. We republished the Guideline in August 1996 (61 FR 41838) to adopt the CFR system for labeling paragraphs.

To support the process of developing and revising the Guideline during the period 1977-1988, we held the First, Second and Third Conferences on Air Quality Modeling as required by Section 320 of the Clean Air Act to help standardize modeling procedures. These modeling conferences provided us with comments on the Guideline and associated revisions, thereby helping us introduce improved modeling techniques into the regulatory process.

In October 1988, we held the Fourth Conference on Air Quality Modeling. Its purpose was to advise the public on new modeling techniques and to solicit comments to guide our consideration of any rulemaking needed to further revise the Guideline. The new models provided techniques for situations where specific procedures had not previously been available, and also improved several previously adopted techniques.

We held the Fifth Conference on Air Quality Modeling in March 1991, which served as a public hearing for the proposed supplement B revisions to the Guideline (*op. cit.*). Since the Fifth Conference and the adoption of supplement C, we believed it was time to consider a wide range of modeling issues in order to update our available modeling tools with state-of-the-science techniques. We thus held the sixth conference as an ideal forum for airing these issues and for the public to offer new ideas. We reviewed and analyzed the public feedback from the sixth conference, and placed a summary in the docket (II-G-01). This information served as a foundation for the proposed Guideline revision we announced on April 21, 2000 (65 FR 21506).