of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on November 18, 1981.

B. Keith Potts,

Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 81-33978 Filed 11-25-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 81-ASW-35]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Extension of VOR Federal Airway; Brownsville, Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment extends VOR Federal Airway V-70 from Brownsville, TX, to Monterrey, Mexico. The Government of Mexico requested the airway extension to provide a direct route to/from the Brownsville terminal area.

EFFECTIVE DATE: January 21, 1982.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8783.

SUPPLEMENTARY INFORMATION:

History

On September 24, 1981, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to extend VOR Federal Airway from Brownsville, TX, direct to Monterrey, Mexico (46 FR 47083). The Government of Mexico requested the airway extension in order to establish direct routing to Brownsville and for transition to routes to other airports located on both sides of the U.S./Mexico boundary. This action aids flight planning. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Section 71.123 was republished on January 2, 1981 (46 FR 409).

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) extends V-70 from Brownsville, TX, direct to Monterrey, Mexico. This action improves air traffic control flexibility for flight operations in the terminal area, and aids flight planning.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, § 71.123 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (46 FR 409), is amended, effective 0901 GMT, January 21, 1982, as follows:

V-70 [Amended]

By deleting the words "From Brownsville, TX," and substituting for them the words "From Monterrey, Mexico; Brownsville, TX;" and by adding the words at the end of the description "The airspace within Mexico is excluded."

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on November 19, 1981.

John W. Baier,

Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 81-33974 Filed 11-25-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 81-ARM-12]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Extension of VOR Federal Airways and Designation of VOR Federal Airways

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment extends VOR Federal Airway V-324 from Crazy Woman, WY, to Worland, WY, and designates new VOR Federal Airway V-401 from Worland, WY, to Casper, WY. These actions provide controlled airspace between these locations and promote efficient use of the airspace for air traffic control purposes.

EFFECTIVE DATE: January 21, 1982.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8783.

SUPPLEMENTARY INFORMATION:

History

On July 9, 1981, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to extend VOR Federal Airway V-324 from Crazy Woman, WY, to Worland, WY; designate new VOR Federal Airway V-401 from Worland to Casper, WY; and designate new VOR Federal Airway V-406 between Cody, WY, and Sheridan, WY (46 FR 35527). This amendment designates airways between existing navigational aids, thereby increasing aviation safety and improving flight planning. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments were received objecting to the proposal. This amendment is not the same as that proposed in the notice because V-406 from Cody, WY, to Sheridan, WY, did not flight check satisfactorily and is omitted from this action. Section 71.123 was republished on January 2, 1981 (46 FR 409).

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) extends V-324 from Crazy Woman, WY, to Worland, WY, and designates new V-401 from Worland, WY, to Casper, WY. The amendment

designates and alters airway descriptions to save fuel, aid flight planning, and increase safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, § 71.123 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (46 FR 409), is amended, effective 0901 GMT, January 21, 1982, as follows:

1. *V-324 [Revised]*

By revising the description to read "V-324 From Gillette, WY; Crazy Woman, WY; to Worland, WY."

2. *V-401 [New]*

V-401 From Worland, WY; to Caster, WY.

(Secs. 307(a), and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a), and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on November 19, 1981.

John W. Baier,

Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 81-33878 Filed 11-25-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 81-AEA-4]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Redesignation of Northeast Area Airway Structure

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment designates three new VOR Federal Airways and alters two VOR Federal Airways in the New York area. The airway changes will permit additional flexibility for maneuvering traffic in the Northeast Corridor, increase air safety and reduce delays, thereby saving fuel.

EFFECTIVE DATE: January 21, 1982.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, D.C. 20591; telephone: (202) 426-8783.

SUPPLEMENTARY INFORMATION:

History

On August 6, 1981, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to designate three new airways and alter two airways as the result of a comprehensive Northeast Area Procedural Study (46 FR 40033). The study was conducted to determine if a more efficient airway system could be developed in the New York area. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for additional changes, this amendment is the same as that proposed in the notice. Section 71.123 was republished on January 2, 1981 (46 FR 409).

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) designates new VOR Federal Airways V-403, V-405, and V-408 and realigns V-123 and V-213 in the New York area. This action improves traffic flow and saves fuel by reducing delays.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, § 71.123 of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (46 FR 409) and amended (45 FR 71773, 46 FR 29255) is further amended, effective 0901 GMT, January 21, 1982, as follows:

1. *V-123 [Amended]*

By deleting the words "INT Woodstown 043°" and substituting for them the words "INT Woodstown 042°"

2. *V-213 [Amended]*

By deleting the words "INT Woodstown 043°" and substituting for them the words "INT Woodstown 042°"

3. *V-403 [New]*

By adding new Airway V-403 to read as follows: V-403 From Solberg, NJ; Pottstown, PA; to INT Pottstown 222° and Baltimore, MD, 034° radials.

4. *V-405 [New]*

By adding new Airway V-405 to read as follows: V-405 From Broadway, NJ; Pottstown, PA; to INT Pottstown 222° and Baltimore, MD, 034° radials.

5. *V-408 [New]*

By adding new Airway V-408 to read as follows: V-408 From Modena, PA, INT Modena 257° and Harrisburg, PA, 204° radials, Harrisburg; INT Harrisburg 204° and Martinsburg, WV, 130° radials.

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on November 19, 1981.

John W. Baier,

Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 81-33975 Filed 11-25-81; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 75

[Airspace Docket No. 81-ASW-36]

Establishment of Jet Routes and Area High Routes; Alteration of Jet Routes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment realigns Jet Route No. J-15 between Roswell, NM, and Albuquerque, NM, and realigns Jet Route No. J-74 between St. Johns, AZ, and Texico, NM. These realignments provide a stronger navigation signal by incorporating Corona, NM, which is located approximately midpoint between those routes. This action would increase air safety in the area.

EFFECTIVE DATE: January 21, 1982.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8783.

SUPPLEMENTARY INFORMATION:

History

On September 10, 1981, the FAA proposed to amend Part 75 of the Federal Aviation Regulations (14 CFR Part 75) to realign Jet Route No. J-15 between Roswell, NM, and Albuquerque, NM, and to realign Jet Route No. J-74 between St. Johns, AZ, and Texico, NM, (46 FR 45154). This action aids pilots to remain on the centerline of J-74, thereby increasing aviation safety in that area. Also, the realignment of J-15 improves the arrival/departure flow in the Albuquerque terminal area. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Section 75.100 was republished on January 2, 1981 (46 FR 834).

The Rule

This amendment to Part 75 of the Federal Aviation Regulations (14 CFR Part 75) realigns J-15 between Roswell, NM, via Corona, NM, and Albuquerque, and realigns J-74 between St. Johns, AZ, and Texico, NM, via Corona, NM. This action improves aviation safety and aids traffic flow in the Albuquerque terminal area.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, § 75.100 of Part 75 of the Federal Aviation Regulations (14 CFR Part 75) as republished (46 FR 834), and amended (46 FR 39997), is further amended, effective 0901 GMT, January 21, 1982, as follows:

1. *Jet Route No. 15 [Amended]*

By deleting the words "Roswell, NM; INT of the Roswell 319° and the Albuquerque, NM, 126° radials; Albuquerque; Farmington, NM;" and substituting for them the words "Roswell, NM; Corona, NM; Albuquerque, NM; Farmington, NM;"

2. *Jet Route No. 74 [Amended]*

By deleting the words "Scorro, NM; Texico, NM;" and substituting for them the words "St. Johns, AZ; Corona, NM; Texico, NM;"

(Secs. 307(a) and 313(a), Federal Aviation Act of 1958 (49 U.S.C. 1348(a) and 1354(a)); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.69)

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on November 19, 1981.

John W. Baier,

Acting Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 81-33977 Filed 11-25-81; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 310

[Docket No. 78P-0409/CP]

Labeling Requirements for Patient Labeling for Progestational Drug Products; Correction

AGENCY: Food and Drug Administration.

ACTION: Final rule; correction.

SUMMARY: The Food and Drug Administration is correcting the effective date of the final rule on labeling requirements for patient labeling for progestational drug products published in the **Federal Register** of October 30, 1981 (46 FR 53656).

EFFECTIVE DATE: November 30, 1981.

FOR FURTHER INFORMATION CONTACT: Robert J. Rice, Regulations Policy Staff (HFC-10), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-3480.

SUPPLEMENTARY INFORMATION: The following corrections are made in FR Doc. 81-31248 appearing on page 53656 in the issue of October 30, 1981:

1. On page 53656 in the first column, "EFFECTIVE DATE: December 29, 1981" is corrected to read "EFFECTIVE DATE: November 30, 1981".

2. On page 53657 in the second column, "EFFECTIVE DATE: December 29, 1981" is corrected to read "EFFECTIVE DATE: November 30, 1981".

Dated: November 19, 1981.

William F. Randolph,

Acting Associate Commissioner for Regulatory Affairs.

[FR Doc. 81-33980 Filed 11-25-81; 8:45 am]

BILLING CODE 4160-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 52, 62 and 81

[A-5-FRL 1966-5]

Approval and Promulgation of State Implementation Plans, Plans for Designated Facilities and Pollutants and Redesignations: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: On July 22, 1981 (46 FR 37722), July 27, 1981 (46 FR 38385), and on August 16, 1981 (46 FR 41813) EPA proposed approval of and solicited public comment on several State Implementation Plan (SIP) revisions, an air quality attainment status redesignation, and State plans required under section 111(d) of the Clean Air Act. These actions were taken at the request of the States of Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin and after reviewing supporting technical and air quality monitoring data. Several public comments were received supporting EPA's proposed approval.

The purpose of today's notice is to announce final EPA approval of these revisions and redesignation. Further information is provided below.

EFFECTIVE DATE: This final rulemaking becomes effective on December 28, 1981.

FOR FURTHER INFORMATION CONTACT: Sharon Kraft at (312) 886-6034.

SUPPLEMENTARY INFORMATION:

Illinois (40 CFR Part 52)

Revision: Plan for Controlling Sulfuric Acid Mist Emissions and Negative Declaration Certifying That There Are No Primary Aluminum Plants or Kraft Pulp Mills Located in the State of Illinois

On July 27, 1981 (46 FR 38385), EPA proposed to approve the Illinois plan for controlling sulfuric acid mist emissions from existing production facilities submitted on August 10, 1978, and Illinois negative declarations of July 23, 1979 certifying that there are no primary aluminum plants or Kraft pulp mills located in the State of Illinois. Further information about these approvals is contained in the **Federal Register** July 27, 1981. No public comments were received on the proposed rulemaking. Therefore, EPA approves this addition to the Illinois State Implementation Plan.

In the July 27, 1981, rulemaking (46 FR 38385) where EPA proposed to approve the plan for controlling sulfuric acid mist emissions, Illinois Rules 204(f)(2) and 204(g)(2) were incorrectly listed as Rules 203(f)(2) and 203(g)(2). Similarly, the date of submission of Chapter 2 of the Illinois Air Pollution Control Regulations was incorrectly listed as November 6, 1980. These regulations were submitted to EPA on April 4, 1979. EPA is taking action today approving Rules 204(f)(2) and 204(g)(2) which specify Sulfuric Acid Mist standards and limitations, and Measurement Methods as the above errors were not substantive.

Revision: Bunge Corporation Variance

On December 10, 1980, the State submitted a SIP revision to EPA in the form of an Order of the Pollution Control Board. This Order grants Bunge Corporation until October 15, 1981, to complete installation of Total Suspended Particulate (TSP) control equipment. Based on EPA review, the proposed variance will not interfere with maintaining the National TSP Ambient Air Quality Standard. Therefore, EPA proposed approval of this variance on August 18, 1981. In the notice of proposed rulemaking, the date of the State submission was incorrectly given as September 10, 1980. Since this change is not substantive and since no public comments were received, EPA is approving the revision.

Illinois (40 CFR Part 52)

Revision: TSP and Carbon Monoxide Limitations

On July 17, 1980, the State submitted an Opinion and Order of the Illinois Pollution Control Board which exempted certain small explosive waste incinerators from the requirements of Rule 203(e) Particulate Emission Standards and Limitations for Incinerators and Rule 206(b) Carbon Monoxide Standards and Limitations for Incinerators. EPA analysis of the revision showed that there will be a negligible effect on air quality and proposed to approve the amended regulations as a revision to the Illinois SIP on August 18, 1981 (46 FR 41815). No comments were received; therefore, EPA is approving the revision.

Indiana (40 CFR Part 52)

Revision: Plan for Controlling Fluoride Emissions from Existing Primary Aluminum Plants

On January 21, 1981, the State of Indiana submitted Rule 325 IAC 11-5 which limits fluoride emissions from existing primary aluminum plants. EPA reviewed the rule and determined that it meets the requirements of section 111(d) of the Clean Air Act. On August 18, 1981, EPA published a notice of proposed rulemaking on this rule. Two comments were received supporting EPA's action. At this time, EPA is approving the rule as adopted by the State.

Indiana (40 CFR Part 52)

Revision: Regulation 325 IAC 1.1-2 (formerly APC-14)

On March 14, 1980, the State of Indiana submitted amendments to Regulation APC-14 (subsequently recodified as 325 IAC 1.1-2) which contains primary and secondary ambient air quality replacement standards for ozone and lead. Because the State's revised standards are identical to the national standards, EPA proposed approval on August 18, 1981 (46 FR 41815). One comment was received supporting EPA's action. This notice approves Regulation 325 IAC 1.1-2 as proposed.

Indiana (40 CFR Part 52)

Revision: Monitoring Requirement for Noblesville Power Generating Station

On August 18, 1981 (46 FR 41815), EPA published a notice which proposed to approve the State's request to waive its sulfur dioxide air monitoring requirement of Section 4(a), Regulation 325 IAC 7-1 in the area around Public Service Indiana Noblesville Station. The State supports the waiver with monitoring and modeling data which demonstrates that the sulfur dioxide ambient air quality standards are not threatened by emissions from this plant.

During the comment period, one comment was received supporting EPA's action. Since no new issues were raised in the comment period, EPA is approving the waiver as a revision to the Indiana SIP.

Michigan (40 CFR Part 52)

Revision: Consultation, Section 121

On February 3, 1972, the State submitted Section 336.26 of the Michigan Air Pollution Control Act (40 CFR 52.1170) and on April 25, 1979, the State submitted other material pertaining to section 121 of the Clean Air Act. EPA reviewed all of the material submitted and found it meets with the requirements of the section 121 consultation process; therefore, EPA proposed approval on August 18, 1981 (45 FR 41815). In the notice of proposed rulemaking EPA inadvertently listed August 25, 1979 as the date of the State submission. Since no comments were received during the comment period, EPA approves the consultation process as adopted by the State.

Minnesota (40 CFR Part 52)

Revision: Stipulation Agreement with Erie Mining Company

On February 20, 1981, the Minnesota Pollution Control Agency (MPCA) submitted a SIP revision for TSP emission control for the Erie Mining Company. The Erie Mining Company is located in an attainment area. The revision is in the form of a Stipulation Agreement between the MPCA and the Erie Mining Company and would allow the Company until December 31, 1983 to come into compliance with the requirements of Minnesota's Rules APC 5(C)(3) and 5(c)(1)(bb). To come into compliance with the applicable rules, the Company will implement a control strategy which will provide for 90 percent control, 5 percent more than is required by the State, by December 31, 1983.

EPA reviewed the Agreement and concluded that the TSP NAAQS will not be violated during the period of the Agreement. Additionally, by December 31, 1983, the control equipment will achieve 90 percent efficiency, 5 percent more than is required by the State. Therefore, on August 18, 1981 (46 FR 41815) EPA proposed to approve the Stipulation Agreement for Erie Mining Company as a revision to the Minnesota SIP. No comments were received during the public comment period. Thus, EPA approves this action as proposed.

Ohio (40 CFR Part 52)

Revision: Standard Oil Company of Ohio (SOHIO) Variances for Toledo Refinery Wastewater Separator and Vacuum Producing Unit; Lima Refinery—Wastewater Separator

On April 10, 1981, the State submitted revisions to its ozone SIP for the SOHIO refineries at Toledo and Lima. The revisions are in the form of variances from Rules 3745-21-09(M)(2) and 3745-21-09(M)(1). If approved, the various would allow SOHIO additional time to install the required control equipment for ozone. The proposed compliance dates are:

(1) July 1, 1982, wastewater separator (Toledo);

(2) December 31, 1984, vacuum unit (Toledo); and

(3) December 1, 1981, wastewater separator (Lima).

Based on its review, EPA believes the counties in which these refineries are located will attain the ozone ambient air quality standard by the statutory date, reasonable further progress will

continue, and RACT will be implemented as expeditiously as practicable. Therefore, EPA proposed approval of these revisions on August 18, 1981 (46 FR 41816). No comments were received. EPA takes final action to approve these variances.

Ohio (40 CFR Part 81)

Revision: Harrison Township Redesignation

On August 18, 1981 (46 FR 41816) EPA proposed to redesignate Harrison Township in Pickaway County to attainment for sulfur dioxide (SO2). This proposal is based on the compliance of Pickaway Power Plant, the only major source of SO2 in the Township, with Federal SO2 limitations and the fact that the powerplant has also achieved the required boiler shutdown, as required by the SIP. No comments on this proposal were received. EPA approves the redesignation.

Wisconsin (40 CFR Part 52)

Revision: Approval of Rule 154.09 Emissions Probibited

On July 12, 1979, the State of Wisconsin submitted amendments to Rule NR 154.09. The amendments delete the exemption for equipment breakdown (NR 154.09)(1)(b), require that any use under NR 154.09(1)(b) be carried out in accordance with a plan and schedule approved by the Department of Natural Resources, and delete the 15-day limitation of NR 154.09(1)(c). EPA reviewed the amendments and determined that attainment and maintenance of the ambient air quality standards is not jeopardized. Therefore, approval was proposed on August 18, 1981 (46 FR 41817). Since no comments were received, EPA approves the amendments as adopted by the State.

Wisconsin (40 CFR Part 52)

Revision: General Motors Variance

On January 15, 1981, the State submitted a revision to its ozone SIP for General Motors Assembly Division (GM) in Janesville. The revision is in the form of a variance from NR 154.13(4)(g) 4.a. Wisconsin Administrative Code.

During the variance period, GM will implement an emissions reduction strategy in other coating operations which will more than offset the VOC emissions resulting from the variance by 12.5 pounds VOC per hour. The conditions of the strategy are set forth below.

EPA determined that the variance and emission reduction strategy will not interfere with attaining and maintaining the ambient air quality ozone standard and, therefore, proposed approval on July 22, 1981 (46 FR 37722). EPA received no comment on its action; therefore, the revision is approved. It incorporates the following conditions specified by the State:

1) This variance, as well as the requirements herein, shall be in effect from January 1, 1981 (or the approval date of this variance, whichever is later) through December 31, 1982.

2) This variance cannot delay General Motors from attaining compliance with Section NR 154.13(4)(g)4.b.

3) General Motors shall maintain priming of truck front end sheet metal with a coating having a VOC content not to exceed 4.94 pounds per gallon, excluding water.

4) After January 1, 1981, the automobile body electrodeposition prime coating VOC content shall not exceed 1.2 pounds per gallon, excluding water.

5) Between January 1, 1981, and December 31, 1982 light duty truck topcoat (i.e., cab dulux, cab two-tone, box dulux and sheet metal spray) VOC content shall not exceed 4.3 pounds per gallon, excluding water.

Under Executive Order 12291 EPA must judge whether a regulation is a major rule and therefore subject to the requirement of a regulatory impact analysis. The attached rules are not major because they impose no new regulatory requirements and merely propose to approve State plans or ratify state law. This package was submitted to the Office of Management and Budget for review as required by Executive Order 12291. This rulemaking was submitted to the Office of Management and Budget for review as required by this Order.

Pursuant to the provisions of 5 U.S.C. 605(b), I hereby certify that the attached rules will not have a significant economic impact on a substantial number of small entities. This action only approves state actions and does not impose new requirements.

Under section 307(b)(1) of the Clean Air Act, judicial review of this final action is available only by the filing of a petition for review in the United States Court of Appeals for the appropriate circuit within 60 days of today. Under section 307(b)(2) of the Clean Air Act, the requirements which are subject to today's notice may not be challenged later in civil or criminal proceedings brought by EPA to enforce these requirements.

(Secs. 107(d), 110, 111(d), 121, and 301(a) of the Clean Air Act, as amended)

Note.—Incorporation by reference of the State Implementation Plans for the States of Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin was approved by the Director of the Federal Register on July 1, 1981.

Dated: November 19, 1981.

Anne M. Gorsuch,

Administrator.

Parts 52, 62, and 81 of Chapter I, Title 40, Code of Federal Regulations are amended as follows:

PART 52—APPROVAL AND PROMULGATION OF STATE IMPLEMENTATION PLANS

1. Section 52.720 is amended by removing the words "sulfuric acid mist emissions:" from the fourth sentence in paragraph (c)(16) and by adding paragraphs (c) (36) and (37) to read as follows:

Subpart O—Illinois

§ 52.720 Identification of plan.

* * * * *

(c) * * *

(36) On December 10, 1980, the State submitted a July 24, 1980, Opinion and Order of the Illinois Pollution Control Board and a September 18, 1980, Order of the Board granting Bunge Corporation's Cairo, Illinois soybean processing plant and grain elevator variance from Illinois Pollution Control Board's particulate emission standards under Rules 203(g)(1)(D) and 103(b)(1) of Chapter 2 of the Air Pollution Control Regulations through October 15, 1981.

(37) On July 17, 1980, the State submitted an April 3, 1980, Opinion and Order of the Illinois Pollution Control Board adopting a December 13, 1979, Proposed Opinion and Order of the Board which exempted certain small explosive waste incinerators from the requirements of Rule 203(e) Particulate Emission Standards and Limitations for incinerators and Rule 206(b) Carbon Monoxide Emissions Standards and Limitations for incinerators.

2. Section 52.770 is amended by adding paragraphs (c) (27) and (28) to read as follows:

Subpart P—Indiana

§ 52.770 Identification of plan.

* * * * *

(c) * * *

(27) On October 6, 1980, Indiana submitted Regulation 325 IAC 1.1–2 (formerly APC 14) which includes the primary and secondary ambient air quality standards for ozone and lead.

(28) On February 26, 1981, Indiana submitted a revision to its plan waiving the State's sulfur dioxide air monitoring requirement of section 4(a) of Regulation 325 IAC 7–1 for the area around Public

Service of Indiana's Noblesville Generating Station.

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3. Section 52.1170 is amended by adding paragraph (c)(41) to read as follows:

Subpart X—Michigan

§ 52.1170 Identification of plan.

* * * * *

(c) * * *

(41) On April 25, 1979, the State submitted materials which satisfy the intergovernmental consultation process.

4. Section 52. 1220 is amended by adding paragraph (c)(18) to read as follows:

Subpart Y—Minnesota

§ 52.1220 Identification of plan.

* * * * *

(c) * * *

(18) Stipulation Agreement between the State Pollution Control Agency and Erie Mining Company submitted by the State on February 20, 1981.

5. Section 52. 1870 is amended by adding paragraphs (c)(33) and (34) to read as follows:

Subpart KK—Ohio

§ 52.1870 Identification of plan.

* * * * *

(c) * * *

(33) Revision to plan allowing Standard Oil Company of Ohio Toledo refinery variances from State Regulations 3745-21-09(M) (1) and (2) submitted April 10, 1981 by the State.

(34) Revision to plan allowing Standard Oil Company of Ohio Lima refinery variance from State Regulation 3745-21-09(M)(2) submitted April 10, 1981 by the State.

6. Section 52.2570 is amended by adding paragraphs (c) (22) and (23) to read as follows:

Subpart YY—Wisconsin

§ 52.2570 Identification of plan.

* * * * *

(c) * * *

(22) On July 12, 1979, the State submitted revisions to Regulation NR 154.09, Wisconsin Administrative Code.

(23) Revision to plan allowing General Motors Assembly Division Janesville plant variance from Regulation NR 154.13(4)(g) 4.a., Wisconsin Administrative Code submitted January 15, 1981 by the State Department of Natural Resources.

PART 62—APPROVAL AND PROMULGATION OF STATE PLANS FOR DESIGNATED FACILITIES AND POLLUTANTS

1. Part 62 is amended by adding Subpart O (§§ 62.3300 and 62.3325) to read as follows:

* * * * *

Subpart O—Illinois

Sulfuric Acid Mist Emissions From Existing Sulfuric Acid Production Plants

Sec.
62.3330 Identification of plan.

Total Reduced Sulfur Emissions From Kraft Pulp Mills

62.3325 Identification of plan-negative declaration.

* * * * *

Subpart O—Illinois

Sulfuric Acid Mist Emissions From Existing Sulfuric Acid Production Plants

§ 62.3300 Identification of Plan.

(a) Title of Plan: "Illinois Plan for the Control of Sulfuric Acid Mist from Existing Contract Process Sulfuric Acid Plants."

(b) The plan was officially submitted on August 10, 1978.

(c) Identification of sources: The plan includes the following sulfuric acid production plants:

(1) Beker Industries in LaSalle County

(2) U.S.I. Chemical Company in Douglas County

(3) Mobil Chemical Company in Bureau County

(4) Swift Chemical Company in Cook County

(5) American Cyanamid Company in Will County

(6) Amax Zinc Company in St. Clair County

(7) Monsanto Company in St. Clair County

(8) Smith Douglas—Division of Border Chemical in Livingston County

Total Reduced Sulfur Emissions From Kraft Pulp Mills.

§ 62.3325 Identification of Plan—Negative Declaration.

The Illinois Environmental Protection Agency submitted on July 23, 1979, a letter certifying that there are no existing kraft pulp mills in the State subject to Part 60, Subpart B of this Chapter.

2. Section 62.3625 is added to read as follows:

Floride Emissions From Existing Primary Aluminum Plants

§ 62.3625 Identification of plan.

(a) Title of plan: "Fluoride Emission Limitations for Existing Primary Aluminum Plants."

(b) The plan was officially submitted on January 7, 1981 by the Technical Secretary of the Indiana Air Pollution Control Board.

PART 81—DESIGNATION OF AREAS FOR AIR QUALITY PLANNING PURPOSES

§ 81.336 [Amended]

Section 81.336 is amended by removing Pickaway County from the table designated "Ohio—Sulfur Dioxide".

[FR Doc. 81-34137 Filed 11-25-81; 8:45 am]
BILLING CODE 6560-38-M

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40 CFR Part 62

[A-5-FRL 1971-6]

Indiana; Fluoride Emissions Control, Alternate Test Methods

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rulemaking.

SUMMARY: On January 21, 1981, in response to section 111(d) of the Clean Air Act, Indiana submitted its plan for controlling fluoride emissions from existing primary aluminum plants, 325 IAC 11-5. EPA is approving this plan elsewhere in today's **Federal Register.** On July 17, 1981, Indiana submitted as a part of its plan revised fluoride compliance test methods. Alcoa Methods 4075A, 4076A, 913A, 914E, and 914F. EPA has previously recognized these methods as an alternate test method to Method 13, 40 CFR Part 60, Appendix A. EPA, therefore, is approving these alternate test methods as a part of Indiana's fluoride plan. This action will be effective 60 days from today unless notice is received within 30 days that someone wished to submit adverse or critical comments.

DATE: This final rulemaking is effective as of January 26, 1982.

ADDRESSES: A copy of Indiana's submittal is available for public review at:

The Office of the Federal Register, 1100 L Street NW., Room 8401, Washington, D.C.

Public Information Reference Unit, U.S. Environmental Protection Agency, 401 M Street SW., Washington, D.C. 20460