

(b) * * *

Foods	Parts per million	Company	Expiration date
Sugar-cane, molasses.	7.0	Union Carbide.....	July 14, 1988.

* * * * *

[FR Doc. 86-19495 Filed 9-2-86; 8:45 am]
BILLING CODE 6550-50-M

DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 205

Defense Audiovisual Agency

AGENCY: Office of the Secretary, DOD.
ACTION: Final rule.

SUMMARY: Due to the disestablishment of the Defense Audiovisual Agency, this action is to remove Part 205 of the Code of Federal Regulations.

EFFECTIVE DATE: September 30, 1985.

FOR FURTHER INFORMATION CONTACT: Ms. Linda M. Lawson, Office of the Assistant Secretary of Defense, Washington Headquarters Services, The Pentagon, Washington, DC 20301-1155, telephone 697-4111.

SUPPLEMENTARY INFORMATION:

List of Subjects in 32 CFR Part 205

Authority delegations (Government agencies), Organization and functions (Government agencies).

PART 205—[REMOVED]

Accordingly, 32 CFR Part 205 is removed in its entirety.

Authority: 10 U.S.C. 133.
Patricia H. Means,
OSD Federal Register Liaison Officer,
Department of Defense.
August 26, 1986.

[FR Doc. 86-19567 Filed 9-2-86; 8:45 am]
BILLING CODE 3810-01-M

POSTAL SERVICE

39 CFR Part 10

International Priority Airmail Service

AGENCY: Postal Service.
ACTION: Final rule.

SUMMARY: This rule adopts final regulations governing a new service called International Priority Airmail Service, which is available to bulk mailers of all categories of international

mail other than parcel post items. In order to qualify for the service, mailers must meet specified minimum volume requirements and sort their mailings to the destination countries. The new service is intended to meet an increasing demand by business mailers for an international service that is faster than regular airmail. The rate for this new service is \$6.80 per pound. Service is available to all foreign countries, except Canada.

This new service began on May 18, 1986, when interim implementing regulations, published in the *Federal Register* on May 8, 1986 (51 FR 17017), became effective. Comments on the interim regulations were requested from the public by June 7, 1986. The final rule adopted here revises and replaces the interim regulations on the basis of the comments received.

EFFECTIVE DATE: October 3, 1986.

FOR FURTHER INFORMATION CONTACT: Mr. Peter T. Zeranski at (202) 268-2275.

SUPPLEMENTARY INFORMATION: A detailed explanation of the nature and background of the new service was published with the request for comments on the interim implementing regulations that appeared in the *Federal Register* on May 8, 1986. The Postal Service received nine letters of comment, six of which supported the new service and three of which opposed its continuation.

Several of the six supportive comments offered suggestions for improving the regulations.

Three commenters asked whether it is necessary that the regulations in 284.22 require senders to mark both the front and back of each item with the words PAR AVION or affix Label 19, *Airmail* PAR AVION. Upon reflection, the Postal Service agrees that it is not necessary and believes that marking the items only on the address side would be adequate. The regulation has been revised accordingly.

One commenter questioned the need to mark "PRINTED MATTER" on publishers' periodicals. Under international postal regulations, publishers' periodicals and other printed matter items may be mailed as letters if they do not exceed four pounds in weight. In this service all items weighing up to four pounds may be considered to be mailed as air letters. Therefore, we have revised our proposed regulation to provide that only printed matter items weighing over four pounds must bear this endorsement.

Another commenter suggested that it would be unnecessary to place the PAR AVION endorsement on each piece since this function would be accomplished by the facing slips. This

endorsement is required under the rules of the Universal Postal Convention. It also serves the practical function of ensuring that the destination country will process and deliver each item in the dispatch at the airmail service standard.

Three commenters requested clarification on how package labels should be addressed. Section 284.415 has been revised to clarify the correct completion of package labels.

One commenter suggested that items should be made up to a continent when there are not enough (six pieces) to require a package to a particular country. Under § 284.412, all items remaining after country packages have been prepared for each country with six or more pieces must be combined in one or more mixed-country packages. To have the mailer separate the residue into continent packages would be no easier for the mailer and would not benefit the Postal Service since it would still have to separate these items to the individual destination countries prior to dispatch.

A commenter mistakenly thought the regulations required that each package had to be secured by rubber bands and that plastic ties were not permitted. Section 284.52 does not require that each package be securely tied with rubber bands. It requires only that each package be securely tied. The regulation indicates that rubber bands are generally preferred for tying packages of letter-size mail and that plastic strapping is generally preferred for tying flat-size mail. However, the Postal Service has no objection to receiving packages of letter-size items tied by plastic strapping if this is more convenient for the mailer.

Another commenter raised the point that 284.61 does not specify whether or not blue international bags are to be used for all destination separations. They are. The regulation has been revised to clarify the matter.

One commenter suggested that the Postal Service should adopt uniform bag labels to offset the need for different indicia and markings for different countries. The regulations require that all blue direct country sacks be labeled with the appropriate PS Tag 116, a tag pre-coded to a specific airport or destination. Pouches of working mail (residue and direct bundles for destinations with less than 10 pounds) must be labeled to the appropriate acceptance office (as advised by the local coordinator) and identified as "International Priority Airmail."

Another commenter requested that a definitive service standard be developed rather than simply stating that this mail

is faster than regular airmail. The Postal Service cannot offer service standards because we do not maintain control of the mail once it is handed over to foreign postal administrations. Service performance tests conducted on International Priority Airmail have indicated that the program is now providing service that is, on the average, at least one day faster than airmail. These tests will be conducted on a periodic basis.

It was suggested that a volume incentive be offered to customers mailing very large quantities to a given city or country. Since the International Priority Airmail service is still quite new, it is too early for the Postal Service to evaluate the need for such a fundamental modification.

Three commenters were critical of the proposed service.

One commenter perceived International Priority Airmail as a vehicle for competition with private companies as opposed to a means for increasing revenue or improving service to customers. This commenter also suggested that the service would not be viable and that the Postal Service should have considered using private marketing skills (like those of the commenter) to develop national market penetration. The Postal Service developed this service in direct response to an expression of growing need by mailers for a service faster than the current international airmail service and more closely tailored to the needs of bulk business mailers. The Postal Service believes that the basic structure of the service is appropriate for these purposes.

One commenter said that the Postal Service should suspend the service while it develops a public record to show that the service is not priced below cost. This commenter mistrusted the proposal on the theory that the Postal Service has an incentive to divert costs of international services to domestic services in "order to circumvent effective regulation of its domestic monopoly services." The Postal Service's experience differs from this reading of the internal incentives which drive its decision making. The Postal Service is a public institution managed by public officials to provide service to the public on a financially self-supporting basis, and not a private organization seeking to maximize profits for shareholders. The public managers of the Postal Service are judged as much as anything on their ability to keep all postage rates as low as possible, while covering costs. In practice this factor produces a strong incentive to hold down the rates for First-Class Mail and

other "monopoly" mail categories to the greatest extent possible consistent with break-even requirements. The Postal Service developed a rate for International Priority Airmail service designed to assure ample cost coverage and substantial contributions to institutional costs.

A commenter expressing a similar viewpoint stated that the domestic portion of the rate for the service must be reviewed by the Postal Rate Commission. The International Priority Airmail rate is a unitary one. No purely domestic service is obtainable under this service, and there is therefore no domestic portion of the rate. The rate is an international one. The Postal Rate Commission has agreed in several of its recommended decisions on domestic rates that it does not have jurisdiction over international postal rates.

For the reasons given, the Postal Service hereby adopts as final the amendments to the International Mail Manual (incorporated by reference in the Code of Federal Regulations, see 39 CFR 10.1) that were published in the *Federal Register* on May 8, 1986 on an interim basis and revises these regulations to read as follows:

List of Subjects in 39 CFR Part 10

Postal service, International mail

PART 10—[AMENDED]

1. The authority citation for Part 10 continues to read as follows:

Authority: 5 U.S.C. 552(a); 39 U.S.C. 401, 404, 407, 408.

Chapter 2—Conditions for Mailing

2. Chapter 2 of the International Mail Manual is revised by adding a new subchapter 280 to read as follows:

280 *International Priority Airmail Service.*

281 *Description.*

281.1 *General.*

International Priority Airmail service is faster than regular international airmail service. It is available to bulk mailers of all LC and AO items that are sorted by the sender to the individual destination countries.

281.2 Qualifying Mail and Minimum Quantity Requirements.

Any item falling into the LC or AO classifications, as defined in 141.2, which is prepared in compliance with the applicable mailing conditions set forth in this chapter, may be sent in this service. To qualify for the service, the sender must have a minimum volume of 200 items or 10 pounds of mail in one or both of these classifications. The

minimum volume or weight criteria apply to the entire mailing and not to each country of destination. Items do not have to be of the same size and weight to qualify.

281.3 Dutiable Items.

Dutiable items may be sent in LC letter packages or AO small packets if entered in accordance with the applicable rules set forth in this chapter for those classes of mail. Items entered under the parcel post (CP) classification, either ordinary or insured, may not be entered as International Priority Airmail.

281.4 Origin and Destination Locations.

The service is available to all bulk mailers who are located within designated three-digit ZIP Code areas. It is provided from designated gateway areas to all foreign countries, except Canada. Collection service is available in specified geographic locations. A listing of these areas is available from the Postal Service.

281.5 Special Services Not Available.

The special services provided for in Chapter 3 are not available for items sent in this service.

282 Postage.

282.1 Rate.

The postage rate for this service is \$6.80 per pound (or any fraction of a pound). The tare weight of the sack(s) is not to be included in determining the weight of the mailing for postage calculation purposes.

282.2 Payment of Postage.

Postage must be paid by postage stamps, by postage meter, by an advance deposit account or through penalty mail billing procedures. Where stamps or a meter are used, the postage must be affixed directly to the statement of mailing, PS Form 3652.

283 Weight and Size Limits.

The weight and size limits for LC items sent in this service are set forth in 223 and 233. The weight and size limits for AO items sent in this service are set forth in 243, 253, and 263.

284 Preparation Requirements.

284.1 Addressing.

See 122.

284.2 Marking.

.21 Postage Paid Imprint.

Each item sent in this service must bear an indication that United States postage has been paid. Senders who are

authorized use of one of the permit imprints specified in Exhibit 152.3 may use that permit imprint for items sent in this service.

.22 Other Postage Payment Methods.

a. Senders who pay postage by stamps or meter will be assigned a sequential customer identification number for International Priority Airmail purposes only. No fee is to be charged in conjunction with the issuance of this customer identification number. A separate number will be assigned at each post office where a customer enters mail.

b. When payment is by stamps or meter, the postage is to be affixed to Copy 1 of the mailing statement. The individual pieces must be endorsed "U.S. INTERNATIONAL AIRMAIL POSTAGE PAID."

c. The required postage payment endorsement may be applied either by utilizing one of the authorized methods specified in DMM 145.3, or by utilizing an appropriate meter "ad plate" in combination with a meter impression showing a "zero" postage amount. The imprint may not be typewritten or handwritten.

.23 Airmail.

The sender must mark PAR AVION or affix Label 19, Airmail PAR AVION, on the address side of each piece. The red, white and blue airmail border envelope is optional and may also be used for items sent in this service in addition to the required Airmail endorsement.

.24 Printed Matter.

a. Each item containing printed matter and weighing more than four pounds must be marked with the words "PRINTED MATTER," "PRINTED MATTER—BOOKS," "PRINTED MATTER—CATALOGS," and "PRINTED MATTER—SECOND CLASS," as appropriate (see 244.2). If second-class publications are paid for by means of an advance deposit account, the imprint authorized under 244.21d may be used in lieu of the "PRINTED MATTER—SECOND CLASS" endorsement.

b. An item containing printed matter and weighing four pounds or less is not required to be marked with one of the endorsements referred to in 244.24a, but may be marked with such an endorsement at the discretion of the sender.

284.3 Sealing.

Any item sent in this service may be sealed at the option of the sender.

284.4 Makeup Requirements for International Priority Airmail.

.41 Packaging Requirements.

.411 Country.

When there are six or more items for the same country (except Great Britain, Federal Republic of Germany and Mexico, see 284.412), they must be made up into a country package of six or more items. Each package must be labeled and faced in accordance with 284.414 and .415.

.412 Federal Republic of Germany, Great Britain, and Mexico.

Items for these three countries must be made up into packages of six or more items in accordance with sortation instructions from the acceptance post office.

.413 Residue.

Items remaining after packages have been made up as stated above must be made into mixed-country packages. A mixed-country package label, completed in accordance with 284.415 below, must be placed on the top item of each package.

.414 Facing of Pieces Within Package.

All items in a package must be faced the same way with an address visible on the top copy, and facing up on each item.

.415 Package Labels.

A package label must be placed on the address side of the top item of each package. Pressure sensitive labels and the optional endorsement line used for domestic presort mailings must not be used. For packages containing six or more items for each separation, the package label should be completed as follows:

Line 1: Foreign Exchange Office
Line 2: Country of Destination
Line 3: Mailer

For residue packages, the package label should be completed as follows:

Line 1: U.S. Exchange Office
Line 2: "International Priority Airmail—WKG"
Line 3: Mailer

284.5 Physical Characteristics and Requirements for Packages.

.51 Thickness.

Packages of letter-size pieces should be no thicker than approximately a handful of mail, 4 to 6 inches thick.

.52 Securing.

Each package must be securely tied. Placing rubber bands around the length and girth is the preferred method of

securing packages of letter-size mail. Plastic strapping placed around the length and girth is the preferred method of securing packages of flat-size mail.

.53 Type of Mail.

Letter-size and flat-size mail must be packaged separately. LC and AO mail classes may be commingled in a letter-size or flat-size mail package.

284.6 Sacking Requirements.

.61 Country (Except Great Britain, Federal Republic of Germany and Mexico, See 284.62).

When there are 10 pounds or more addressed to the same country, the packages must be sacked in blue international airmail pouches and labeled to that country using PS Tag 116.

.62 Great Britain, Federal Republic of Germany and Mexico.

When there are 10 pounds or more addressed to one of the required separations for Great Britain, the Federal Republic of Germany, or Mexico, the packages must be sacked in blue international airmail pouches and labeled in accordance with the sortation requirements provided by the acceptance post office.

.63 Residue.

When, after all country sacks are prepared (including those for Great Britain, the Federal Republic of Germany and Mexico), there are packages remaining for different country destinations, they must be placed in equipment as directed by the acceptance post office and labeled as follows:

Line 1: Acceptance Post Office
Line 2: "International Priority Airmail"
Line 3: Mailer

.64 Physical Characteristics and Requirements for Sacks.

The weight of the sack must not exceed 66 pounds.

Note.—The weight of tying, wrapping, and packaging materials is included in determining the weight of the mail enclosed in a sack. The blue international airmail pouch must be used for direct country sacks; residue (mixed-country) packages must be placed in whatever equipment is designated by the local acceptance office.

284.7 Customs Forms Requirements.

.71 Letters, and Letter Packages. See 224.5.

.72 Printed Matter. See 244.6.

.73 Small Packets. See 264.5.

A transmittal letter making these changes in the pages of the International

Mail Manual will be published in the Federal Register as provided in 39 CFR 10.3 and will be transmitted to subscribers automatically.

Fred Eggleston,

Assistant General Counsel Legislative Division.

[FR Doc. 86-19822 Filed 9-2-86; 8:45 am]

BILLING CODE 7710-12-M

39 CFR Part 233

Seizure for Forfeiture; Designation of Postal Service; Assignment of Authority to Chief Postal Inspector

AGENCY: Postal Service.

ACTION: Final rule.

SUMMARY: On August 22, 1986, the Attorney General of the United States issued an order granting authority to the Postal Service to conduct civil forfeitures under section 2254 of the Protection of Children Against Sexual Exploitation Act of 1977, as amended. The purpose of this final rule is to amend postal regulations to reflect the Attorney General's order and to assign to the Chief Postal Inspector the responsibilities of the Postal Service under that order.

EFFECTIVE DATE: September 3, 1986.

FOR FURTHER INFORMATION CONTACT: George C. Davis, (202) 268-3076.

SUPPLEMENTARY INFORMATION: The Postal Inspection Service, the investigative arm of the Postal Service, investigates violations of the Protection of Children Against Sexual Exploitation Act, as amended by the Child Protection Act of 1984, 18 U.S.C. 2251-2255. Pursuant to 18 U.S.C. 2254(b), the Postal Service has been designated to perform various duties with respect to the seizure and forfeiture of property subject to forfeiture under 18 U.S.C. 2254(a). The order of designation, dated August 22, 1986, provides as follows:

Designation of Postal Service Under 18 U.S.C. 2254

By virtue of the authority vested in me by 18 U.S.C. 2254, I hereby designate the Postal Service with the authority to conduct civil forfeitures under section 2254 of the Protection of Children Against Sexual Exploitation Act, as amended by the Child Protection Act of 1984, 18 U.S.C. 2251-2255.

In utilizing the authority hereby granted, all rules, regulations, and procedures of the Federal Bureau of Investigation relating to the aforementioned Act must be followed, including the Federal Bureau of Investigation's Manual of Investigative Operations and Guidelines.

The authority hereby granted to enforce Section 2254 of the Protection of Children Against Sexual Exploitation Act, as amended

by the Child Protection Act of 1984, is subject to the direction of the Attorney General.

Dated: August 22, 1986.

Arnold I. Burns,

Acting Attorney General.

This rule amends postal regulations to provide for the exercise of the assigned civil forfeiture responsibilities by the Chief Postal Inspector or his designees within the Postal Inspection Service.

In consideration of the foregoing, Part 233 of Title 39, Code of Federal Regulations, is amended as follows:

List of Subjects in 39 CFR Part 233

Crime, Postal Service.

PART 233—INSPECTION SERVICE AUTHORITY

1. The authority citation for Part 233 is revised to read as set forth below, and the authority citations following all the sections in Part 233 are removed.

Authority: 39 U.S.C. 101, 401, 402, 403, 404, 406, 410, 411, 3005(e)(1); Title XI, Pub. L. 95-630, 92 Stat. 3697; 18 U.S.C. 2254.

2. Add new § 233.7 reading as follows:

§ 233.7 Civil forfeiture authority of the Postal Service.

(a) By order of August 22, 1986 the Attorney General of the United States granted the Postal Service the authority to conduct civil forfeitures under section 2254 of the Protection of Children Against Sexual Exploitation Act, as amended by the Child Protection Act of 1984, 18 U.S.C. 2251-2255.

(b) The Chief Postal Inspector is authorized to exercise the authority of the Postal Service under paragraph (a) of this section and to delegate all or any part of this authority to any or all postal inspectors.

Fred Eggleston,

Assistant General Counsel, Legislative Division.

[FR Doc. 86-19825 Filed 9-2-86; 8:45 am]

BILLING CODE 7710-12-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[A-7-FRL-3073-3]

Approval and Promulgation of State Implementation Plans; Missouri

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: The Clean Air Act requires that all states which received an extension beyond December 31, 1982, to attain the ozone or carbon monoxide air

quality standards submit revised plans showing how the standards will be attained by December 31, 1987.

The State of Missouri has submitted such a plan for the St. Louis area. EPA has previously approved all portions of this plan except for the demonstration that the ozone standard will be attained and certain specific control measures as discussed in this document.

This document takes final action to approve the State's most recent attainment demonstration. Approval of this State submission means that the one control measure contained in it is now enforceable by the Federal Government as well as by the State. Other control measures promised by this plan have already been approved or are in review within EPA.

EFFECTIVE DATE: This action will be effective October 3, 1986.

ADDRESSES: Copies of the State submission, public comments, and EPA's technical evaluation are available at the Environmental Protection Agency, 726 Minnesota Avenue, Kansas City, Kansas 66101, and at the Missouri Department of Natural Resources, Air Pollution Control Program, Jefferson Building, 205 Jefferson Street, Jefferson City, Missouri 65100. A copy of the State's submission is also available at the Environmental Protection Agency, Public Information Reference Unit, 401 M Street SW., Washington, DC, and the Office of the Federal Register, 1100 L Street NW., Room 8301, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Daniel J. Wheeler, (913) 236-2893, FTS 757-2893.

SUPPLEMENTARY INFORMATION: The Clean Air Act, as amended in 1977, required states to submit plans by January 1, 1979, showing how the National Ambient Air Quality Standards (NAAQS) will be attained in areas of the country where air pollution still violated the standards. The standards were to be attained by December 31, 1982, unless a demonstration could be made that the ozone or carbon monoxide standards could not be met by that date. In that case, an extension until December 31, 1987, could be granted if the State committed to submit a revised plan with additional control measures by July 1, 1982.

The State of Missouri made such a demonstration and commitment for the St. Louis area, received an attainment date extension, and submitted its required 1982 plan. EPA approved all parts of that plan except for the automobile inspection and maintenance (I/M) program and the attainment demonstration (see 49 FR 40164, October

15, 1984). The I/M program elements were submitted August 27, 1984, and were approved on August 12, 1985 (see 50 FR 32411).

The revised attainment demonstration was submitted by August 1, 1985, as the State had previously committed (see 49 FR 40165). This revised demonstration updated the emission inventory with newer and more accurate information that had not previously been available and then applied four new control measures to reduce emissions to a level representing attainment of the ozone standard. On January 28, 1986 (51 FR 3475), EPA proposed to approve this submission as demonstrating that the NAAQS for ozone will be attained in the St. Louis Ozone Nonattainment Area by December 31, 1987.

This demonstration is based on a slightly different emission inventory than the previous version. The adjustments are discussed more fully in the January 28 proposed rulemaking document, but they are based on recalculations of source emissions due to information gleaned from permit applications and from reevaluating the emissions from other ongoing activities. Three of the control measures contained in the plan are significant. As discussed in the proposal, EPA has determined that no emission reduction credit is available for one of the measures, the check of automobile gas tank filler necks. The others are discussed briefly below and more fully in the January 28 proposed rulemaking.

The State has adopted a new regulation requiring reasonably available control technology (RACT) on one chemical plant which manufactures maleic anhydride. EPA has determined that this rule follows the Control Techniques Guideline (CTG) for air oxidation processes and has approved it (see 51 FR 30063, August 22, 1986).

The State has adopted a consent order with one major source which will allow the source to operate in excess of its applicable emission limit, but which also requires the source to close at the end of 1987. This consent order is embodied in the attainment demonstration and is approved today along with the demonstration.

The State has adopted a new regulation requiring the control of volatile emissions from the refueling of motor vehicles at gasoline stations. There is no CTG for this category of source, but EPA has evaluated the rule against other similar rules and has proposed to approve it. See 51 FR 21932 (June 17, 1986). The emissions reductions that would result from the refueling rule comprise a large portion of the additional emissions reductions on

which the state is relying to demonstrate attainment in the St. Louis area. For that reason, EPA is making its approval today of the attainment demonstration and control strategy for the St. Louis area contingent on EPA's final approval of the refueling rule.

As noted above, EPA published a proposed rulemaking document on January 28, 1986. Two public comments were received. Both commentors favored the approval of the ozone attainment demonstration.

This State submission constitutes a proposed revision to the Missouri SIP. The Administrator's decision to approve or disapprove a proposed revision is based on the comments received and on a determination of whether the revision meets the requirements of sections 110 and 172 of the Clean Air Act, of 40 CFR Part 51, Requirements for Preparation, Adoption, and Submittal of State Implementation Plans, and of the 1982 SIP policy (46 FR 7184, January 22, 1981). I hereby find the portions of the Missouri SIP described above to be approvable.

The Agency's approval of the St. Louis attainment demonstration is based in part on previous submittals from the State of Missouri. These submittals were in conformance with policies and procedures in effect at the time they were made. The submittals were approved by EPA. The attainment demonstration relied on an early version of the mobile source emission model. Use of that model may have resulted in an underprediction of emission reductions needed. Use of recently improved data collection techniques and of a revised mobile source model could provide a different estimation of attainment status.

St. Louis is but one of many large metropolitan areas that are currently designated nonattainment for ozone. EPA is presently developing a comprehensive new strategy to address the nationwide ozone problem. When this strategy is adopted, it may be necessary to reexamine the attainment demonstration for St. Louis and other major cities. Where emission reduction shortfalls are demonstrated, additional controls will be required. Consequently, approval of this attainment demonstration does not relieve the State of any subsequent requirements which may be imposed under a new policy.

Under section 307(b)(1) of the Clean Air Act, as amended, judicial review of this 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 publication. This action may not be

challenged later in proceedings to enforce its requirements.

The Office of Management and Budget has exempted this rule from the requirements of section 3 of Executive Order 12291.

Incorporation by reference of the State Implementation Plan for the State of Missouri was approved by the Director of the Office of the Federal Register on July 1, 1982.

List of Subjects in 40 CFR Part 52

Air pollution control, Ozone, Hydrocarbons, Intergovernmental relations, Reporting and recordkeeping requirements.

Dated: August 22, 1986.

Lee M. Thomas,
Administrator.

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

Part 52 of Chapter 1, Title 40 of the Code of Federal Regulations is amended as follows:

1. The authority citation for Part 52 continues to read as follows:

Authority: 42 U.S.C. 7401-7642.

2. Section 52.1320 is amended by adding a new paragraph (c)(58) as follows:

§ 52.1320 Identification of plan.

* * * * *

(c) The plan revisions listed below were submitted on the dates specified.

* * * * *

(58) A plan revision demonstrating that the ozone standard will be attained in the St. Louis ozone nonattainment area by December 31, 1987, was submitted by the Department of Natural Resources on August 1, 1985.

(i) *Incorporation by reference.* (A) An agreement and variance modification order dated July 18, 1985, signed by the Missouri Air Conservation Commission and the General Motors (GM) Corporation requiring that the GM St. Louis assembly plant meet interim emission limitations and comply with the SIP by shutdown by December 31, 1987.

(ii) *Additional material.*

(A) A revised and corrected emission inventory for base year 1980.

(B) A revised projected year 1987 inventory demonstrating that the additional emission reductions from two new regulations and one plant shutdown, in addition to reductions already required, will be adequate to reduce ambient ozone concentrations to

the National Ambient Air Quality Standard for ozone.

3. Section 52.1323 is amended by designating the entire existing text as paragraph (a) and adding a new paragraph (b) as follows:

§ 52.1323 Approval status.

(b) EPA's approval of the plan revision described in Section 52.1320(58) of this chapter as meeting the requirements of Part D of the Clean Air Act is contingent on EPA's final approval of the amendment to state Rule 10 CSR 10-5.220 that the state submitted to EPA on March 4, 1986, relating to the control of VOC emissions from the refueling of motor vehicles.

[FR Doc. 86-19820 Filed 9-2-86; 8:45 am]

BILLING CODE 6560-50-M

Environmental Protection Agency

40 CFR Part 261

[SW-FRL-3073-6]

Hazardous Waste Management System; Identification and Listing of Hazardous Waste; Correction

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule; correction.

SUMMARY: EPA is correcting errors presented in a final rule denying delisting petitions from 10 petitioners which appeared in the *Federal Register* on July 17, 1986 (51 FR 25887).

FOR FURTHER INFORMATION CONTACT: RCRA Hotline, toll free at (800) 424-9346, or at (202) 382-3000. For technical information, contact Ms. Lori DeRose, Office of Solid Waste (WH-562B), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460, (202) 382-5096.

SUPPLEMENTARY INFORMATION: EPA is correcting errors in two tables presented in a final rule on July 17, 1986 which denied delisting petitions filed by ten petitioners. One petitioner addressed in that rule, Bethlehem Steel Corporation (petition #0187), was listed in the tables erroneously. The Agency proposed to deny Bethlehem Steel's petition on January 17, 1986 (see 50 FR 2526). The Agency then re-proposed to deny Bethlehem Steel's petition in a subsequent notice (see 51 FR 26417, July 23, 1986) for technical reasons as well as for incompleteness. The Agency has not yet made a final determination on Bethlehem Steel's petition. Therefore, this correction notice deletes their

petition from the list of those addressed in the July 17, 1986, final rule.

Dated: August 28, 1986.

J.W. McGraw,

Acting Assistant Administrator, Office of Solid Waste and Emergency Response.

The following corrections are made in FRL-3050-3, the Hazardous Waste Management System: Identification and Listing of Hazardous Waste final rule published in the *Federal Register* on July 17, 1986 (50 FR 25887).

1. On page 25888, first column, table 1, delete "'0187 Bethlehem Steel Corporation, Chesterton, IN;".

2. On page 25888, third column, table 3, delete "'0187 Bethlehem Steel Corporation, Chesterton, IN;".

[FR Doc. 86-19821 Filed 9-2-86; 8:45 am]

BILLING CODE 6560-50-M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 64

[Docket No. FEMA 6727]

List of Communities Eligible for the Sale of Flood Insurance

AGENCY: Federal Emergency Management Agency.

ACTION: Final rule.

SUMMARY: This rule lists communities participating in the National Flood Insurance Program (NFIP). These communities have applied to the program and have agreed to enact certain floodplain management measures. The communities' participation in the program authorizes the sale of flood insurance to owners of property located in the communities listed.

EFFECTIVE DATES: The dates listed in the fifth column of the table.

ADDRESSES: Flood insurance policies for property located in the communities listed can be obtained from any licensed property insurance agent or broker serving the eligible community, or from the National Flood Insurance Program (NFIP) at: P.O. Box 457, Lanham, Maryland 20706, Phone: (800) 638-7418.

FOR FURTHER INFORMATION CONTACT: Frank H. Thomas, Assistant Administrator, Office of Loss Reduction, Federal Insurance Administration (202) 646-2717, Federal Center Plaza, 500 C Street, Southwest, Room 416, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to

purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local floodplain management measures aimed at protecting lives and new construction from future flooding. Since the communities on the attached list have recently entered the NFIP, subsidized flood insurance is now available for property in the community.

In addition, the Director of the Federal Emergency Management Agency has identified the special flood hazard areas in some of these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the fifth column of the table. In the communities listed where a flood map has been published, section 102 of the Flood Disaster Protection Act of 1973, as amended, requires the purchase of flood insurance as a condition of Federal or federally related financial assistance for acquisition or construction of buildings in the special flood hazard area shown on the map.

The Director finds that the delayed effective dates would be contrary to the public interest. The Director also finds that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance."

Pursuant to the provisions of 5 U.S.C. 605(b), the Deputy Administrator, Federal Insurance Administration, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies that this rule, if promulgated will not have a significant economic impact on a substantial number of small entities. This rule provides routine legal notice stating the community's status in the NFIP and imposes no new requirements or regulations on participating communities.

List of Subjects in 44 CFR Part 64

Flood insurance—floodplains.

1. The authority citation for Part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 et. seq., Reorganization Plan No. 3 of 1978, E.O. 12127.

2. Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

In each entry, a complete chronology of effective dates appears for each listed community. The entry reads as follows: