

SUMMARY: This amendment establishes the Zephyrhills, FL, Transition Area. A standard instrument approach procedure (SIAP) has been developed to serve Runway 04 at the Zephyrhills Municipal Airport predicated on the Zephyrhills nondirectional radio beacon (NDB). This action lowers the base of controlled airspace from 1200 to 700 feet above the surface in the vicinity of the airport. This additional controlled airspace will provide airspace protection for instrument flight rules (IFR) aeronautical operations. Additionally, the operating status of the airport will change from visual flight rules (VFR) to IFR concurrent with publication of the SIAP.

EFFECTIVE DATE: 0901 u.t.c., May 30, 1991.

FOR FURTHER INFORMATION CONTACT: James G. Walters, Airspace Section, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 763-7646.

SUPPLEMENTARY INFORMATION:

History

On November 26, 1990, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish the Zephyrhills, FL, Transition Area (55 FR 49073). This proposed action would lower the base of controlled airspace from 1200 to 700 feet above the surface in vicinity of the Zephyrhills Municipal Airport. This proposed action was deemed necessary to provide controlled airspace protection for IFR aircraft executing an NDB standard instrument approach procedure planned for Runway 04. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. Subsequently, a petition was filed which sought to extend the comment period an additional 30 days. The petition was granted and the comment period was extended from January 7, 1991, to February 11, 1991. Numerous comments were received from local residents. Many commenters indicated their objections to the proposal in that they believe the establishment of a 700-ft. transition area would result in a reduction in safety of aeronautical operations.

Those comments evidence a misconception concerning the purpose and effect of a 700-ft. transition area providing controlled airspace. The transition area would neither permit nor preclude flight activity in the vicinity of the airport. Rather than compromise flight safety, its purpose is to enhance

the safety of aeronautical operations by providing controlled airspace in which more stringent rules apply; i.e., increased flight visibility and increased distance from clouds required by pilots engaged in visual flight operations and designating controlled airspace in which an Air Traffic Control authorization is required before flight is conducted in instrument meteorological conditions (IMC). Additionally, the 700-ft. transition area provides controlled airspace necessary to protect aircraft flying in IMC while conducting a prescribed standard instrument approach procedure (SIAP) to the Zephyrhills Municipal Airport. The SIAP provides, for the first time, a safe means to approach the airport during periods when it would be difficult or impossible to approach and land at the airport due to prevailing weather conditions.

Nevertheless, we have carefully reviewed each comment, especially those expressing concern that safety would be compromised. As result of the comments, the Federal Aviation Administration conducted a special flight inspection of the proposed NDB SIAP to Runway 04. This additional flight inspection validated our original findings; i.e., the planned procedure meets existing criteria and was found to be safe. An objection was also received from the Hillsborough County Aviation Authority concerning the potential conflict between the instrument final approach course to Runway 04 at Zephyrhills Municipal Airport and an instrument final approach course for a new runway planned for the Vandenberg Airport. While this has no direct bearing on the airspace issue under consideration, a check with the Airport Manager at Zephyrhills Municipal Airport confirmed future plans to establish Runway 22 (in lieu of Runway 04) as the primary instrument runway, which will eliminate future potential conflicts between the future instrument approaches to both airports. Section 71.181 of part 71 of the Federal Aviation Regulations was republished in FAA Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes the Zephyrhills transition area. This action will lower the base of controlled airspace from 1200 to 700 feet above the surface in vicinity of the Zephyrhills Municipal Airport. This action is necessary to provide additional controlled airspace protection for IFR aircraft executing a standard instrument approach procedure recently developed to serve Runway 04 predicated on the

Zephyrhills NDB. Concurrent with publication of the SIAP, the operating status of the airport will change from VFR to IFR.

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.

List of Subjects in 14 CFR Part 71

Aviation safety, Transition areas.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Public Law 97-449, January 12, 1983); 14 CFR 11.69.

§ 71.181 [Amended]

2. Section 71.181 is amended as follows:

Zephyrhills, FL [New]

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Zephyrhills Municipal Airport (Lat. 28°13'35" N., Long. 82°09'30" W.); within 3 miles each side of the 235° bearing from the Zephyrhills NDB (Lat. 28°13'24" N., Long. 82°09'42" W.), extending from the 6.5-mile radius area to 8.5 miles southwest of the NDB.

Issued in East Point, Georgia, on February 15, 1991.

Don Cass,

*Acting Manager, Air Traffic Division,
Southern Region.*

[FR Doc. 91-5410 Filed 3-6-91; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 90-ASO-33]

Amendment to Control Zone, Owensboro, KY**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: This amendment eliminates the arrival area extension southwest of the Owensboro-Daviess County Airport. The extension was designed to provide controlled airspace protection for instrument flight rules (IFR) aircraft executing the VOR Runway 05 standard instrument approach procedure (SIAP). This SIAP has been cancelled and the control zone extension is no longer required. Additionally, a minor correction is made to the latitude/longitude coordinate position of the Owensboro-Daviess County Airport.

EFFECTIVE DATE: 0901 UTC, May 30, 1991.

FOR FURTHER INFORMATION CONTACT: James G. Walters, Airspace Section, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 763-7646.

SUPPLEMENTARY INFORMATION:**History**

On December 26, 1990, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend the Owensboro, KY Control Zone. (55 FR 53002). The proposed action would eliminate the arrival area extension southwest of the Owensboro-Daviess County Airport since the controlled airspace was no longer necessary for protection of IFR aeronautical operations. Additionally, a minor correction would be made to the latitude/longitude coordinate position of the Owensboro-Daviess County Airport. 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. This amendment is the same as that proposed in the notice. Section 71.171 of part 71 of the Federal Aviation Regulations was republished in FAA Handbook 7400.8G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations amends the description of the Owensboro, KY Control Zone by eliminating the arrival area extension southwest of the airport. Also, a minor correction is made to the

latitude/longitude coordinate position of the Owensboro-Daviess County Airport.

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.

List of Subjects in 14 CFR Part 71

Aviation safety, Control zones.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Public Law 97-449, January 12, 1983); 14 CFR 11.69.

2. Section 71.171 is amended as follows:

Owensboro, KY [Amended]

Change the latitude/longitude coordinates of Owensboro-Daviess County Airport to "Lat. 37°44'26"N., long. 87°09'59"W." and eliminate the clause, "within 3 miles each side of Owensboro VOR 222" radial, extending from the 5-mile radius zone to 8.5 miles southwest of the VOR."

Issued in East Point, Georgia, on February 14, 1991.

Don Cass,
Acting Manager, Air Traffic Division,
Southern Region.

[FR Doc. 91-5409 Filed 3-6-91; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 90-ASW-6]

Alteration of VOR Federal Airway V-212; TX**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Correction of final rule.

SUMMARY: This action corrects the description of VOR Federal Airway V-212 located in the vicinity of Lufkin, TX. The final rule was published in the Federal Register on February 5, 1991 (56 FR 4541). The published description was written as follows: "INT Navasota 021° and Lufkin, TX, 250° radials; Lufkin, TX." The description should read: "INT Navasota 019° and Lufkin, TX, 250° radials, Lufkin, TX." This corrects the mistake by changing the Navasota 021° radial to the 019° radial.

EFFECTIVE DATE: 0901 UTC, April 4, 1991.

FOR FURTHER INFORMATION CONTACT: Lewis W. Still, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9250.

SUPPLEMENTARY INFORMATION:**History**

Federal Register Document 91-2625, published on February 5, 1991, altered the description of VOR Federal Airway V-212 by adding a dogleg to the north between Navasota, TX, and Lufkin, TX (56 FR 4541). A mistake in the true radial was discovered. This action corrects that mistake by changing the radial from "INT Navasota 021°" to "INT Navasota 019°."

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.

List of Subjects in 14 CFR Part 71

Aviation safety, VOR Federal airways.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me, **Federal Register** Document 91-2625, as published in the **Federal Register** on February 5, 1991, is corrected as follows:

V-212 [Corrected]

By removing the words "Lufkin, TX;" and substituting the words "INT Navasota 019" and Lufkin, TX, 250° radials; Lufkin;"

Issued in Washington, DC, on February 25, 1991.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 91-5411 Filed 3-6-91; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF COMMERCE**International Trade Administration****DEPARTMENT OF THE INTERIOR****Office of Territorial and International Affairs****15 CFR Part 303**

[Docket No. 901226-1029]

Limit on Duty-Free Insular Watches in Calendar Year 1991

AGENCIES: Import Administration, International Trade Administration, Department of Commerce; Office of Territorial and International Affairs, Department of the Interior.

ACTION: Final rule.

SUMMARY: This action amends 15 CFR part 303, which governs duty-exemption allocations and duty-refund entitlements for watch producers in the United States' insular possessions (the Virgin Islands, Guam, and American Samoa) and the Northern Mariana Islands. The amendments establish the total quantity and territorial shares of duty-exemption for 1991; raise the maximum value of components used in the assembly of duty-free watches to \$175; give partial credit for wages paid to assemble some dutiable watches exceeding the value limit; more clearly define wages to be used in the allocation formula and shipments to be used in the calculation of the production incentive certificate; delete duplicative language; and clarify appeals procedures.

EFFECTIVE DATE: April 8, 1991.

FOR FURTHER INFORMATION CONTACT: Faye Robinson, (202) 377-1660.

SUPPLEMENTARY INFORMATION: We published these revisions in proposed form on January 9, 1991 (56 FR 812) and invited comments. We received no comments.

The Departments establish for calendar year 1991 a total quantity and respective territorial shares as shown in the following table:

Virgin Islands.....	4,200,000
Guam.....	1,000,000
American Samoa.....	500,000
Northern Mariana Islands.....	500,000
Total.....	6,200,000

Classification: Executive Order 12291. In accordance with Executive Order 12291 (46 F.R. 13193, February 19, 1981), the Departments of Commerce and the Interior have determined that this rule does not constitute a "major rule" as defined by section 1(b) of the Order. It is not likely to result in:

- (1) An annual effect on the economy of \$100 million or more;
- (2) A major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies, or geographic regions; or
- (3) Significant adverse effects on competition, employment, investment, productivity, innovation, or on the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets.

Therefore, preparation of a Regulatory Impact Analysis is not required.

This regulation was submitted to the Office of Management and Budget for review, as required by Executive Order 12291.

This final rule does not contain policies with Federalism implications sufficient to warrant preparation of a Federalism assessment under Executive Order 12612.

Regulatory Flexibility Act

In accordance with the Regulatory Flexibility Act, 5 U.S.C. 601 *et seq.*, the General Counsel of the Department of Commerce has certified that this action will not have a significant economic impact on a substantial number of small entities. Fewer than ten entities are directly affected by this action. The commercial benefits of the program governed by these regulations, for entities both directly and indirectly affected, are less than \$10 million per year.

Paperwork Reduction Act

This rulemaking does contain information collection activities subject to the Paperwork Reduction Act of 1980,

44 U.S.C. 3501 *et seq.*, which are currently approved by the Office of Management and Budget under control numbers 0625-0040 and 0625-0134. The amendments will not significantly increase the information burden on the public.

List of Subjects in 15 CFR Part 303

Administrative practice and procedure, American Samoa, Customs duties and inspection, Guam, Imports, Marketing quotas, Northern Mariana Islands, Reporting and recordkeeping requirements, Virgin Islands, Watches and jewelry.

For reasons set forth above, we are amending part 303 as follows:

PART 303—[AMENDED]

1. The authority citation for part 303 continues to read as follows:

Authority: Pub. L. 97-446, 96 Stat. 2329, 2331 (19 U.S.C. 1202 note); Pub. L. 94-241, 90 Stat. 263 (48 U.S.C. 1681, note).

2. Section 303.2(a)(13) is revised to read as follows:

§ 303.2 Definitions and forms.

(a) * * *

(13) Creditable wages means all wages—up to the amount per person shown in § 303.14(a)(1)(i)—paid to permanent residents of the territories employed in a firm's 91/5 watch and watch movement assembly operations, plus any wages paid for the assembly of watches and watch movements the value of components for which exceed the limit set forth in § 303.14(b)(3) or for the repair of non-91/5 watches and watch movements, up to a total amount equal to 25 percent of the firm's other creditable wages. Wages paid for the assembly of watches and watch movements from components exceeding the value limits and for the repair of non-91/5 watches and watch movements are not creditable to the extent that such wages exceed the ratio set forth here. Also excluded are wages paid for special services rendered to the firm by accountants, lawyers, or other professional personnel, and for the assembly of non-91/5 watches and watch movements which are ineligible for other than value-limit reasons.

§ 303.12 [Amended]

3. Section 303.12(d) is removed.

4. Section 303.13(a) is amended by revising the first sentence to read as follows:

§ 303.13 Appeals.

(a) Any official decision or action relating to the allocation of duty-exemptions or to the issuance or use of production incentive certificates may be appealed to the Secretaries by any interested party. * * *

§ 303.14 [Amended]

5. Section 303.14 is amended as follows:

a. Paragraph (a)(1)(i) is revised;
b. Paragraph (b)(3) is amended by removing "\$150" and adding "\$175" in its place;

c. Paragraph (c) is revised; and
d. Paragraph (e) is amended by removing "4,700,000" and adding "4,200,000" in its place.

§ 303.14 Allocation factors and miscellaneous provisions.

(a) * * *
(1) * * *

(i) Fifty percent of the territorial share shall be allocated on the basis of the net dollar amount of economic contributions to the territory consisting of the dollar amount of creditable wages, up to a maximum of \$32,000 per person, paid by each producer to territorial residents, plus the dollar amount of income taxes (excluding penalty and interest payments and deducting any income tax refunds and subsidies paid by the territorial government), and

(c) Calculation of the value of production incentive certificates. (1) The value of each producer's certificate shall

equal the producer's average creditable wages per unit shipped (including non-91/5 units as provided for in

§ 303.2(a)(13)) multiplied by the sum of:

(i) The number of units shipped up to 300,000 units times a factor of 90%; plus

(ii) Incremental units shipped up to 450,000 units times a factor of 85%; plus

(iii) Incremental units shipped up to 600,000 times a factor of 80%; plus

(iv) Incremental shipments up to 750,000 units times a factor of 65%.

(2) The Departments may make adjustments for these data in the manner set forth in section

§ 303.10(c)(2).

(3) Section 303.2(a)(13) provides for certain non-91/5 wages to be creditable up to 25% of other creditable wages. For purposes of subparagraph (1), above, non-91/5 units shall enter the calculation of a producer's average creditable wages only proportionally with the crediting of wages paid for their assembly. If, for example, 40% of wages paid for the assembly of non-91/5 units is disallowed, 40% of the related units will also be excluded from the calculation.

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Eric I. Garfinkel,
Assistant Secretary for Import Administration.

Stella G. Guerra,
Assistant Secretary for Territorial and International Affairs.

[FR Doc. 91-5399 Filed 3-6-91; 8:45 am]

BILLING CODE 3510-DS-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES**Food and Drug Administration**

21 CFR Parts 510, 522, 524, and 558

Animal Drugs, Feeds, and Related Products; Bambermycin, et al.

AGENCY: Food and Drug Administration.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the animal drug regulations to remove those portions of the regulations reflecting approval of 20 new animal drug applications (NADA's) held by various sponsors. The firms requested withdrawal of approval of the NADA's. In a notice published elsewhere in this issue of the Federal Register, FDA is withdrawing approval of the NADA's.

EFFECTIVE DATE: March 18, 1991.

FOR FURTHER INFORMATION CONTACT: Mohammad I. Sharar, Center for Veterinary Medicine (HFV-216), Food and Drug Administration, 5600 Fishers Lane, Rockville, MD 20857, 301-443-4093.

SUPPLEMENTARY INFORMATION: In a notice published elsewhere in this issue of the Federal Register, FDA is withdrawing approval of the following NADA's:

NADA	Sponsor	Product
95-511	International Nutrition, Inc.	Tylosin phosphate.
96-512	Dale Alley Co.	Tylosin phosphate.
99-768	Blair Milling & Elevator Co.	Tylosin phosphate.
100-809	Hoechst-Roussel Agri-Vet Co.	T-81 Euthanasia solution.
107-003	Dale Alley Co.	Hygromycin B.
109-688	International Nutrition, Inc.	Hygromycin B.
109-816	International Nutrition, Inc.	Tylosin/sulfamethazine.
110-470	J.H. Wake Feed Mill, Inc.	Tylosin phosphate.
116-030	Lavergne Supplement Co.	Tylosin phosphate.
118-875	Dale Alley Co.	Pyrantel tartrate.
120-646	National Pharmaceutical Mfg Co.	Selenium disulfide susp.
127-823	Lavergne Supplement Co.	Hygromycin B.
127-824	Lavergne Supplement Co.	Tylosin/sulfamethazine.
129-645	Dale Alley Co.	Tylosin/sulfamethazine.
132-922	Dale Alley Co.	Lincomycin hydrochloride.
132-983	Walnut Grove Products	Bambermycin.
132-984	Walnut Grove Products	Lincomycin.
139-488	Stutts Scientific Service, Inc.	Tylosin phosphate.
140-530	Agri-Basics, ConAgri-Westfeeds	Tylosin/sulfamethazine.
140-531	Agri-Basics, ConAgri-Westfeeds	Tylosin phosphate.

The agency is amending the regulations in 21 CFR 510.600, 522.900, 524.2101, 558.95, 558.274, 558.325, 558.485,

558.625, and 558.630 to reflect withdrawal of approval of these NADA's.

Additionally, because seven of the ten sponsors listed above are no longer sponsors of any approved NADA's,