

(3) Provide training in needed skills that have been determined to be in short supply in the center's labor market area.

(4) Be included in the State vocational education plan, and, in the case of public institutions, be approved by the State Advisory Council or director for vocational education.

(5) Be located in an area which is easily accessible to the target population.

(c) * * *

(4) Provide signed statements of intent for long-term support for the operation and administration of the Center from the existing Federal, State or local vocational education programs.

* * * * *

(8) For a skill center already in existence, describe its past performance record including the number of trainees, the proportion of the trainees which were trainees under other Federal programs, the completion rate and the placement rate.

* * * * *

Dated: March 31, 1992.

L. Joyce Hampers,

Assistant Secretary for Economic Development.

[FR Doc. 92-7902 Filed 4-6-92; 8:45 am]

BILLING CODE 3510-24-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 91-ANE-31]

Amendment to Control Zone; Stratford, CT

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Final rule.

SUMMARY: This final rule establishes the Stratford, Connecticut (CT) Control Zone surrounding the Sikorsky Heliport, Stratford, CT. This action is the result of a review of the airspace surrounding the Sikorsky Heliport, and will provide increased separation for those aircraft executing instrument approaches to the Sikorsky Heliport during poor weather conditions. The airspace affected by this action is a circular area within a five statute mile radius of the Sikorsky Heliport, extending upward from the surface to the base of the Continental Control Area. The hours of operation are from 0800 local time to sunset, Monday through Saturday.

EFFECTIVE DATE: May 28, 1992.

FOR FURTHER INFORMATION CONTACT: Charles Taylor, System Management

Branch, ANE-530, Federal Aviation Administration, 12 New England Executive Park, Burlington, MA 01803-5299, Telephone: (617) 270-2428.

SUPPLEMENTARY INFORMATION:

History

On August 28, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to designate a Control Zone at Stratford, Connecticut (56 FR 45906). The proposed action would allow positive control of aircraft operations in the vicinity of Sikorsky Heliport as well as during instrument meteorological conditions. After publication of the NPRM, the National Flight Data Center (NFDC) conducted a geographic survey of the area, including Sikorsky Heliport. Based on that survey the FAA has determined that the latitude and longitude references for Sikorsky Airport must be updated. Therefore, to keep the description of the new Sikorsky Control Zone operationally current, the new longitude and latitude references are used in the final rule.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments on the proposal were received. Except for the change to the latitude and longitude references, this amendment is the same as that proposed in the notice. A description of the Control Zone will be published in § 71.171 of FAA Handbook 7400.7, effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes the Stratford, Connecticut (CT) Control Zone surrounding the Sikorsky Heliport, Stratford, CT. This action is the result of a review of the airspace surrounding the Sikorsky Heliport, and will provide increased separation for those aircraft executing instrument approaches to the Sikorsky Heliport during poor weather conditions. The airspace affected by this action is a circular area within a five statute mile radius of the Sikorsky Heliport, extending upward from the surface to the base of the Continental Control Area. The hours of operation are from 0800 local time to sunset, Monday through Saturday.

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 not 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, Incorporation by reference.

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—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963, Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, effective November 1, 1991, is amended as follows:

Section 71.171 Control Zones

* * * * *

ANE CT CZ Stratford, CT

Within a 5-mile radius of the Sikorsky Heliport (lat. 41°14'57"N., long. 73°05'50"W.), excluding the portion that coincides with the Bridgeport, CT Control Zone. This control zone is effective from 0800 hours local time to sunset, Monday through Saturday, or during the specific dates and times established in advance by a Notice to Airmen which thereafter will be continuously published in the Airport/Facility Directory.

* * * * *

Issued in Burlington, Massachusetts on March 27, 1992.

Francis J. Johns,

Manager, Air Traffic Division, New England Region.

[FR Doc. 92-7912 Filed 4-6-92; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 26823; Amdt. No. 1486]

Standard Instrument Approach Procedures; Miscellaneous Amendments**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: *Effective:* An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;
2. The FAA Regional Office of the region in which affected airport is located; or
3. The Flight Inspection Field Office which originated the SIAP.

For Purchase—

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or
2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT: Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW.,

Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the *Federal Register* expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The Provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPs criteria were applied to only these specific conditions existing at the affected airports.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. All SIAP amendments in this rule have been

previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the US Standard for Terminal Instrument Approach Procedures (TERPs). Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

Conclusion

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. For the same reason, the FAA certifies that this amendment 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 97

Air traffic control, Airports, Incorporation by reference, Navigation (Air), Standard instrument approaches, Weather.

Issued in Washington, DC on March 27, 1992.

Thomas C. Accardi,
Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 U.T.C. on the dates specified, as follows:

**PART 97—STANDARD INSTRUMENT
APPROACH PROCEDURES**

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. app. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME,

LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

NFDC TRANSMITTAL LETTER

Effective	State	City	Airport	FDC No.	SIAP
02/14/91.....	MO	St Louis	Weiss	FDC 2/0921	VOR-C AMDT4...
03/10/92.....	AR	Siloam Springs.....	Smith Field.....	FDC 2/1423	VOR-A AMDT 7...
03/16/92.....	LA	New Orleans.....	New Orleans Intl/ Moisant Fld.	FDC 2/1549	ILS RWY 1 AMDT 14...
03/16/92.....	PA	Philadelphia.....	Philadelphia Intl.....	FDC 2/1561	ILS RWY 9L ORIG...
03/17/92.....	DC	Washington.....	Washington Dulles Intl.....	FDC 2/1573	ILS RWY 1R AMDT 21...
03/17/92.....	MO	St Louis	Arrowhead.....	FDC 2/1592	VOR RWY 2 AMDT 4...
03/17/92.....	OH	Salem.....	Salem Airpark Inc.....	FDC 2/1591	VOR-A ORIG...
03/18/92.....	DC	Washington.....	Washington Dulles Intl.....	FDC 2/1598	ILS RWY 19R AMDT 21...
03/18/92.....	NY	New York.....	La Guardia.....	FDC 2/1600	LDA-A ORIG...
03/19/92.....	WY	Cheyenne.....	Cheyenne.....	FDC 2/1647	VOR OR TACAN-A, AMDT 8. Delete note...
03/19/92.....	WY	Sheridan.....	Sheridan County.....	FDC 2/1644	VOR/DME RWY 31 AMDT 5...
03/20/92.....	WY	Cheyenne.....	Cheyenne.....	FDC 2/1652	NDB RWY 26, AMDT 12. Delete note...
03/20/92.....	WY	Cheyenne.....	Cheyenne.....	FDC 2/1653	ILS RWY 26, AMDT 32. Delete Note...
03/23/92.....	MO	Sedalia.....	Sedalia Memorial.....	FDC 2/1697	NDB RWY 36 AMDT 7...
03/23/92.....	MO	Sedalia.....	Sedalia Memorial.....	FDC 2/1698	NDB RWY 18 AMDT 7...

NFDC Transmittal Letter Attachment*Siloam Springs*

Smith Field

Arkansas

VOR-A AMDT 7 . . .

Effective: 03/10/92

FDC 2/1423/SLG/ FI/P Smith Field, Siloam Springs, AR. VOR-A AMDT 7 . . . Change note to read . . . if LCL ALSTG not received, use Fayetteville ALSTG. MSA 25 NM from Razorback/ RZC/VOR-TAC 270-090 3100 ft. This becomes VOR-A AMDT 7A.

Washington

Washington Dulles Intl
D.C.

ILS RWY 1R AMDT 21 . . .

Effective: 03/17/92

FDC 2/1573/IAD/ FI/P Washington Dulles Intl, Washington, D.C. ILS RWY 1R AMDT 21 . . . S-ILS-1R CAT D RVR 1800. This becomes ILS RWY 1R AMDT 21A.

Washington

Washington Dulles Intl
D.C.

ILS RWY 19R AMDT 21 . . .

Effective: 03/18/92

FDC 2/1598/IAD/ FI/P Washington Dulles Intl, Washington, D.C. ILS RWY 19R AMDT 21 . . . S-ILS-19R CAT D RVR 1800. This becomes ILS RWY 19R AMDT 21A.

New Orleans

New Orleans Intl/Moisant Fld
Louisiana

ILS RWY 1 AMDT 14 . . .

Effective: 03/16/92

FDC 2/1549/MSY/ FI/P New Orleans Intl/Moisant Fld, New Orleans, LA. ILS RWY 1 AMDT 14 . . . Change Minima to read . . . S-ILS-1 DH 312/RVR 50, HAT 308 ALL CATS. S-LOC-1 MDA 420/RVR 50, HAT 416 CATS A/B/C; MDA 420/RVR 60, HAT 416 CAT D. Delete . . . Approach Minima when control tower reports tall vessels in approach area. This becomes ILS RWY 1 AMDT 14A.

St Louis

Weiss

Missouri

VOR-C AMDT 4 . . .

Effective: 02/14/91

FDC 2/0921/3WE/ FI/P Weiss, St Louis, MO. VOR-C AMDT 4 . . . Circling HAA all CATS 881. ARPT ELEV 439. This becomes VOR-C AMDT 4A.

St Louis

Arrowhead

Missouri

VOR RWY 2 AMDT 4 . . .

Effective: 03/17/92

FDC 2/1592/02K/ FI/P Arrowhead, St Louis, MO. VOR RWY 2 AMDT 4 . . . MSA STL 2800. This becomes VOR RWY 2 AMDT 4A.

Sedalia

Sedalia Memorial

Missouri

NDB RWY 36 AMDT 7 . . .

Effective: 03/23/92

FDC 2/1697/DMO/ FI/P Sedalia Memorial, Sedalia, MO. NDB RWY 36 AMDT 7 . . . MSA DMO and, feeder RTE Augie to DMO . . . 2900. This becomes NDB RWY 36 AMDT 7A.

Sedalia

Sedalia Memorial

Missouri

NDB RWY 18 AMDT 7 . . .

Effective: 03/23/92

FDC 2/1698/DMO/ FI/P Sedalia Memorial, Sedalia, MO. NDB RWY 18 AMDT 7 . . . MSA DMO and, feeder RTE Augie to DMO . . . 2900. This becomes NDB RWY 18 AMDT 7A.

Salem

Salem Airpark Inc

Ohio

VOR-A ORIG . . .

Effective: 03/17/92

FDC 2/1591/38D/ FI/P Salem Airpark Inc, Salem, OH. VOR-A ORIG . . . Delete note, "procedure not authorized at night except by prior arrangement for runway lights." This is VOR-A ORIG A.

Philadelphia

Philadelphia Intl

Pennsylvania

ILS RWY 9L ORIG . . .

Effective: 03/18/92

FDC 2/1561/PHL/ FI/P Philadelphia Intl, Philadelphia, PA. ILS RWY 9L ORIG . . . CAT D circling "and" land fix circling CAT D . . . MDA/HAA 600/579. This becomes ILS RWY 9L ORIG A.

New York

La Guardia

New York

LDA-A ORIG . . .

Effective: 03/18/92

FDC 2/1600/LGA/ FI/P La Guardia, New York, LDA-A ORIG . . . Change name BUHLL to CASLE, MIN ALT at CASLE 3000. This becomes LDA-A ORIG A.

Sheridan

Sheridan County

Wyoming

VOR/DME RWY 31 AMDT 5 . . .

Effective: 03/19/92

FDC 2/1644/SHR/ FI/P Sheridan County, Sheridan, WY. VOR/DME RWY 31 AMDT 5 . . . Circling CAT C MDA 4640, HAA 619, VIS 1 3/4, CAT D MDA 4780, HAA 759, VIS 2 1/2. Terminal route SHERZ INT /IAF/ to SHR R-125/ 20 DME change ALT to 7300. Add note, obtain LCL ALSTG on CTAF, when not received, PROC NA. Add ALT MINS note, /not authorized when CTLZ not in effect./ This is VOR/DME RWY 31 AMDT 5A.

Cheyenne

Cheyenne

Wyoming

VOR OR TACAN-A, AMDT 8, Delete note . . .

Effective: 03/19/92

FDC 2/1647/CYS/ FI/P Cheyenne, Cheyenne, WY. VOR OR TACAN-A, AMDT 8. Delete note . . . when CTL TWR CLSD SSALR RWY 26 operates as SSALS. Add ALT MINS ALT MINS NA when TWR CLSD. This becomes VOR or TACAN-A, AMDT 8A.

Cheyenne

Cheyenne

Wyoming

NDB RWY 26, AMDT 12, Delete note . . .

Effective: 03/20/92

FDC 2/1652/CYS/ FI/P Cheyenne, Cheyenne, WY. NDB RWY 26, AMDT 12. Delete Note . . . When CTL TWR closed SSALR RWY 26 operates as SSALS and S-26 CAT C VIS becomes 1 1/2 mile and CAT D becomes 1 1/2 miles and INOP table does not apply to CAT C. Revise TRML route . . . from R-317 CYS VORTAC CW /IAF/, to . . . R-041 CYS VORTAC (NOPT), ALT 8000; from

R-041 CYS VORTAC to COLLA INT

ALT 7600. Revise TRML route CYS VORTAC to HORSE LOM to the following . . . from CYS VORTAC, to . . . HORSE LOM, ALT 8000. Revise missed APCH ALT to 8000 ft VS 7600 ft. This becomes NDB RWY 26, AMDT 12A.

Cheyenne

Cheyenne

Wyoming

ILS RWY 26, AMDT 32, Delete note . . . Effective: 03/20/92

FDC 2/1653/CYS/ FI/P Cheyenne, Cheyenne, WY. ILS RWY 26, AMDT 32. Delete note . . . when CTL TWR closed SSALR becomes SSALS and the following VIS MINS apply . . . S-ILS-26 categories A,B,C,D 3/4 miles. S-LOC-26 categories A,B 3/4 mile, CAT C 1 1/4 miles, CAT D 1 1/2 miles. Revise missed APCH ALT to . . . 8000 ft VS 7600 ft. This becomes ILS RWY 26, AMDT 32A.

[FR Doc. 92-7907 Filed 4-6-92; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 26822; Amdt. No. 1485]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: *Effective:* An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Field Office which originated the SIAP.

For Purchase—

Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—

Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION:

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA Forms are identified as FAA Forms 8260-3, 8260-4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the *Federal Register* expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The

provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these SIAPs, the TERPs criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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. For the same reason, the FAA certifies that this amendment 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 97

Air traffic control, Airports, Incorporation by reference, Navigation (Air), Standard instrument approaches, Weather.

Issued in Washington, DC, on March 27, 1992.

Thomas C. Accardi,
Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 u.t.c. on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. app. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g) and 14 CFR 11.49(b)(2).

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33, 97.35 [Amended]

2. Part 97 is amended to read as follows:

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective June 25, 1992

Dumas, AR—Billy Free Municipal, VOR/DME RWY 36, Amdt. 2
Dumas, AR—Billy Free Municipal, NDB RWY 36, Orig.
Heber Springs, AR—Heber Springs Muni, NDB-A, Amdt. 4, Cancelled
Heber Springs, AR—Heber Springs Muni, NDB, RWY 5, Orig.
Fresno, CA—Fresno-Chandler Downtown, VOR/DME-C, Amdt. 5
Porterville, CA—Porterville Muni, VOR-A, Orig.
Porterville, CA—Porterville Muni, VOR RWY 30, Amdt. 4, Cancelled
Milledgeville, GA—Baldwin County, NDB RWY 28, Amdt. 6, Cancelled
Milledgeville, GA—Baldwin County, NDB RWY 28, Orig.
Lewiston, ID—Lewiston-Nez Perce County, ILS RWY 26, Amdt. 11
Jefferson City, MO—Jefferson City Meml, LOC BC RWY 12, Amdt. 6
Jefferson City, MO—Jefferson City Meml, NDB RWY 12, Amdt. 1
Jefferson City, MO—Jefferson City Meml, NDB RWY 30, Amdt. 8
Jefferson City, MO—Jefferson City Meml, ILS RWY 30, Amdt. 3
Cambridge, NE—Cambridge Muni, NDB RWY 14, Amdt. 2
Cambridge, NE—Cambridge Muni, NDB RWY 32, Amdt. 2
Sidney, NE—Sidney Muni, VOR RWY 12, Amdt. 6
Sidney, NE—Sidney Muni, VOR RWY 30, Amdt. 6

Sidney, NE—Sidney Muni, VOR/DME or TACAN RWY 30, Amdt. 4
Sidney, NE—Sidney Muni, VOR/DME or TACAN RWY 12, Amdt. 4
Sidney, NE—Sidney Muni, RNAV RWY 30, Amdt. 1, Cancelled
Andover, NJ—Aeroflex-Andover, VOR-A, Amdt. 7
Oklahoma City, OK—Will Rogers World, VOR RWY 17L, Amdt. 1
Oklahoma City, OK—Will Rogers World, LOC BC RWY 35L, Amdt. 10
Oklahoma City, OK—Will Rogers World, NDB RWY 17R, Amdt. 23
Oklahoma City, OK—Will Rogers World, NDB RWY 35R, Amdt. 5
Oklahoma City, OK—Will Rogers World, ILS RWY 17R, Amdt. 9
Oklahoma City, OK—Will Rogers World, ILS RWY 35R, Amdt. 8
Oklahoma City, OK—Will Rogers World, RADAR-1, Amdt. 20
Corvallis, OR—Corvallis Muni, ILS RWY 17, Amdt. 2
Corvallis, OR—Corvallis Muni, NDB RWY 17, Orig.
Pulaski, TN—Abernathy Field, VOR/DME RWY 33, Orig.
Dallas, TX—Addison, VOR-A, Amdt. 3
Dallas, TX—Addison, LOC RWY 33, Amdt. 1
Dallas, TX—Addison, NDB RWY 15, Amdt. 3
Dallas, TX—Addison, ILS RWY 15, Amdt. 7
Dallas, TX—Addison, VOR/DME RNAV RWY 33, Amdt. 2
Mesquite, TX—Phil L Hudson Muni, LOC/DME (BC) RWY 35, Orig., Cancelled
Mesquite, TX—Phil L Hudson Muni, LOC RWY 17, Amdt. 2
Mesquite, TX—Phil L Hudson Muni, LOC BC RWY 35, Orig.
Mesquite, TX—Phil L Hudson Muni, NDB RWY 17, Amdt. 3
Norfolk, VA—Norfolk Intl, NDB RWY 5, Orig.
Norfolk, VA—Norfolk Intl, ILS RWY 5, Amdt. 24
Seattle, WA—Boeing Field/King County Intl, ILS RWY 13R, Amdt. 25
Everett, WA—Snohomish County (Paine Fld), VOR-C, Orig.
* * * Effective May 28, 1992
Frederick, MD—Frederick Muni, VOR-A, Orig.
Frederick, MD—Frederick Muni, VOR RWY 23, Amdt. 8, Cancelled
Mora, MN—Mora Muni, NDB RWY 35, Amdt. 2
Holdrege, NE—Brewster Field, VOR/DME-A, Amdt. 2
Holdrege, NE—Brewster Field, NDB RWY 18, Amdt. 6
Parson, TN—Scott Field, VOR/DME-A, Amdt. 1
Cottage Grove, WI—Blackhawk Field, VOR-A, Orig.
* * * Effective April 30, 1992
Chicago, IL—Chicago O'Hare Intl, LOC RWY 4L, Amdt. 18
Peru, IN—Peru Muni, VOR RWY 1, Amdt. 5
Eliot, ME—Littlebrook Air Park, RADAR-1, Amdt. 2, Cancelled
Romeo, MI—Romeo, VOR/DME-A, Amdt. 7
Valley City, ND—Barnes County Muni, NDB RWY 31, Amdt. 3

Bellefontaine, OH—Bellefontaine Muni, NDB RWY 22, Amdt. 5
 Washington, PA—Washington County, LOC RWY 27, Orig.
 Ogden, UT—Ogden-Hinckley, ILS RWY 3, Orig.
 Kenosha, WI—Kenosha Muni, VOR RWY 14, Orig.
 Kenosha, WI—Kenosha Muni, VOR RWY 24R, Orig.
 Kenosha, WI—Kenosha Muni, VOR RWY 14, Amdt. 7, Cancelled
 Kenosha, WI—Kenosha Muni, VOR RWY 24R, Orig., Cancelled
 Kenosha, WI—Kenosha Muni, NDB RWY 6L, Amdt. 1
 Kenosha, WI—Kenosha Muni, ILS RWY 6L, Amdt. 2
 Platteville, WI—Grant County, NDB RWY 25, Amdt. 5
 Platteville, WI—Grant County, VOR/DME RNAV RWY 25, Amdt. 6
 Sparta, WI—Sparta/Fort McCoy, NDB RWY 29, Amdt. 1

* * * Effective February 19, 1992

Orangeburg, SC—Orangeburg Muni, VOR RWY 5, Amdt. 4
 By amending: The FAA published an amendment in Docket No. 26778, Amdt. No. 1479 to part 97 of the Federal Aviation Regulations (57 FR 37; dated February 25, 1992) under § 97.23 effective April 30, 1992, which is hereby amended as follows: Sioux City, Sioux Gateway FDC 2/0566 Change "...hold SE RT 132 inbound)" to "...hold SE RT 312 inbound)."

By amending: The FAA published an amendment in Docket No. 26807, Amdt. No. 1483 to part 97 of the Federal Aviation Regulations (57 FR 55; dated March 20, 1992) under § 97.23 effective April 30, 1992, which is hereby amended as follows: Disregard FDC NOTAM 2/1275 in its entirety.

By amending: The FAA published an amendment in Docket No. 1484, Amdt. No. 26808 to part 97 of the Federal Aviation Regulations (57 FR 55; dated March 20, 1992) under § 97.23, 97.27, 97.29, 97.33 effective April 30, 1992, which is hereby amended as follows:

Change effective date to proposed April 30, 1992, for the following procedures:
 Port Huron, MI—St. Clair County Intl, VOR/DME-A, Amdt. 6
 Port Huron, MI—St. Clair County Intl, NDB RWY 4, Amdt. 9, Cancelled
 Port Huron, MI—St. Clair County Intl, NDB RWY 4, Orig.
 Port Huron, MI—St. Clair County Intl, ILS RWY 4, Orig.
 Port Huron, MI—St. Clair County Intl, RNAV RWY 4, Orig., Cancelled
 Port Huron, MI—St. Clair County Intl, VOR/DME RNAV RWY 22, Amdt. 1

By amending: The FAA published an amendment in Docket No. 26789, Amdt. No. 1481 to Part 97 of the Federal Aviation Regulations (57 FR 47; dated March 10, 1992) under § 97.23 effective May 28, 1992, which is hereby amended as follows: Change Highgate, VT—Franklin County State, VOR-B, Amdt. 1 to Franklin County State, VOR-B, Amdt. 1, Cancelled.

[FR Doc. 92-7929 Filed 4-6-92; 8:45 am]

BILLING CODE 4910-13-M

FEDERAL TRADE COMMISSION

16 CFR Part 305

RIN 3084-AA26

Rules for Using Energy Cost and Consumption Information Used in Labeling and Advertising of Consumer Appliances Under the Energy Policy and Conservation Act; Ranges of Comparability for Clothes Washers

AGENCY: Federal Trade Commission.

ACTION: Final rule.

SUMMARY: The Federal Trade Commission announces that the present ranges of comparability for clothes washers will remain in effect until new ranges are published.

Under the Appliance Labeling Rule, each required label on a covered appliance must show a range, or scale, indicating the range of energy costs or efficiencies for all models of a size or capacity comparable to the labeled model. The Commission publishes the ranges annually in the *Federal Register* if the upper or lower limits of the range change by 15% or more from the previously published range. If the Commission does not publish a revised range, it must publish a notice that the prior range will be applicable until new ranges are published. The Commission is today announcing that the ranges published on April 16, 1991, will remain in effect until new ranges are published.

EFFECTIVE DATE: April 7, 1992.

FOR FURTHER INFORMATION CONTACT: James Mills, Attorney, 202-326-3035, Division of Enforcement, Federal Trade Commission, Washington, DC 20580.

SUPPLEMENTARY INFORMATION: On November 19, 1979, the Commission issued a final rule,¹ pursuant to Section 324 of the Energy Policy and Conservation Act of 1975,² covering certain appliance categories, including clothes washers. The rule requires that energy costs and related information be disclosed on labels and in retail sales catalogs for all clothes washers presently manufactured. Certain point-of-sale promotional materials must disclose the availability of energy usage information. If a clothes washer is advertised in a catalog from which it may be purchased by cash, charge account or credit terms, then the range of estimated annual energy costs for the product must be included on each page of the catalog that lists the product. The required disclosures and all claims concerning energy consumption made in

writing or in broadcast advertisements must be based on the results of test procedures developed by the Department of Energy, which are referenced in the rule.

Section 305.8(b) of the rule requires manufacturers to report the energy usage of their models annually by specified dates for each product type.³ Because the costs for the various types of energy change yearly, and because manufacturers regularly add new models to their lines, improve existing models and drop others, the data base from which the ranges of comparability are calculated is constantly changing.

To keep the required information in line with these changes, the Commission is empowered, under § 305.10 of the rule, to publish new ranges (but not more than annually) if an analysis of the new data indicates that the upper or lower limits of the ranges have changed by more than 15%. Otherwise, the Commission must publish a statement that the prior range or ranges remain in effect for the next year.

The annual reports for clothes washers have been received and analyzed and it has been determined to retain the ranges that were published on April 16, 1991.⁴ In consideration of the foregoing, the present ranges for clothes washers, which were based on a national average electric rate of 8.24 cents per kilowatt hour and a national average natural gas rate of 60.54 cents per therm, will remain in effect until the Commission publishes new ranges for these products.

List of Subjects in 16 CFR Part 305

Advertising, Energy conservation, Household appliances, Labeling, Reporting and recordkeeping requirements.

The authority citation for part 305 continues to read as follows:

Authority: Sec. 324 of the Energy Policy and Conservation Act (Pub. L. 94-163) (1975), as amended by the National Energy Conservation Policy Act, (Pub. L. 95-619) (1978), the National Appliance Energy Conservation Act, (Pub. L. 100-12) (1987), and the National Appliance Energy Conservation Amendments of 1988, (Pub. L. 100-357) (1988), 42 U.S.C. 6294; sec. 553 of the Administrative Procedure Act, 5 U.S.C. 553.

By direction of the Commission.

Donald S. Clark,

Secretary.

[FR Doc. 92-7941 Filed 4-6-92; 8:45 am]

BILLING CODE 6750-01-M

¹ 44 FR 66466, 16 CFR part 305.

² Pub. L. 94-163, 89 Stat. 871 (Dec. 22, 1975).

³ Reports for clothes washers are due by March 1.

⁴ 56 FR 15274.

DEPARTMENT OF HEALTH AND
HUMAN SERVICES

Food and Drug Administration

21 CFR Part 178

[Docket No. 88F-0282]

Indirect Food Additives: Adjuvants,
Production Aids, and SanitizersAGENCY: Food and Drug Administration,
HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the food additive regulations to provide for the safe use of phosphoric acid; octenyl succinic acid; *N,N*-dimethyloctanamine; and a mixture of *n*-carboxylic acids (C_6 - C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid) as components of a sanitizing solution to be used on food-processing equipment and utensils, including dairy-processing equipment. This action is in response to a petition filed by Diversey Corp. (formerly Diversey Wyandotte Corp.).

DATES: Effective April 7, 1992; written objections and requests for a hearing by May 7, 1992.

ADDRESSES: Written objections to the Dockets Management Branch (HFA-305), Food and Drug Administration, rm. 1-23, 12420 Parklawn Dr., Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Sandra L. Varner, Center for Food Safety and Applied Nutrition (HFF-335), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-254-9511.

SUPPLEMENTARY INFORMATION: In a notice published in the Federal Register of April 13, 1989 (54 FR 14885), FDA announced that a food additive petition (FAP 8H4092) had been filed by Diversey Wyandotte Corp., 1532 Biddle Ave., Wyandotte, MI 48192, proposing that Section 178.1010 *Sanitizing Solutions* (21 CFR 178.1010) be amended to provide for the safe use of phosphoric acid; octenyl succinic acid;

octyldimethylamine; and a mixture of *n*-carboxylic acids (C_6 - C_{12} , consisting of not less than 95 percent C_8 and C_{10} *n*-acids) as components of a sanitizing solution to be used for sanitizing food-contact surfaces. The agency has determined that octyldimethylamine is better identified as *N,N*-dimethyloctanamine. The agency has also determined that the mixture of *n*-carboxylic acids [C_6 - C_{12} , consisting of not less than 95 percent C_8 and C_{10} *n*-acids) is better identified as a mixture of

n-carboxylic acids (C_6 - C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid).

**I. Safety and Functional Effect of
Petitioned Use of the Additives**

Sanitizing solutions are regulated as mixtures of chemicals which function together to sanitize food-contact surfaces. Each listed component in a sanitizing solution has a functional effect. In addition, FDA regulations permit the addition to a sanitizing solution of any component that is generally recognized as safe (GRAS) (§ 178.1010(b)). The subject sanitizing solution contains phosphoric acid; octenyl succinic acid; *N,N*-dimethyloctanamine; and a mixture of *n*-carboxylic acids (C_6 - C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid). The function of each component and the basis for FDA's determination of the safety of each component are described below.

A. Phosphoric Acid

Phosphoric acid functions as the antimicrobial agent in the subject sanitizing solution. Phosphoric acid is GRAS (21 CFR 182.1073). It is also listed as a component in sanitizing solutions listed in 21 CFR 178.1010 (b)(35) and (b)(36). On the basis of the data submitted in support of these already regulated uses, the data contained in the food additive petition submitted in support of this sanitizing solution, and other available data, FDA finds that the use of phosphoric acid is safe in the subject sanitizing solution.

B. Octenyl Succinic Acid

Octenyl succinic acid functions as a stabilizer in the subject sanitizing solution. Octenyl succinic acid is not currently regulated. On the basis of the data contained in the food additive petition submitted in support of the listing of this sanitizing solution, FDA finds that the use of octenyl succinic acid in the subject sanitizing solution is safe.

C. *N,N*-dimethyloctanamine

N,N-dimethyloctanamine functions as a coupling/emulsifying agent and a stabilizing agent in the subject sanitizing solution. *N,N*-dimethyloctanamine is not currently regulated. On the basis of the data contained in the food additive petition submitted in support of the listing of this sanitizing solution, FDA finds that the use of *N,N*-dimethyloctanamine in the subject sanitizing solution is safe.

D. Mixture of *n*-Carboxylic Acids (C_6 - C_{12} , Consisting of Not Less Than 56 Percent Octanoic Acid and Not Less Than 40 Percent Decanoic Acid)

The mixture of *n*-carboxylic acids (C_6 - C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid) functions as an antifoaming agent and an emulsifying agent in the subject sanitizing solution. Octanoic acid and decanoic acid are listed as components of regulated sanitizer solutions under § 178.1010 (b)(27), (b)(35), and (b)(36). (Octanoic acid is also affirmed as GRAS under its chemical name, caprylic acid, pursuant to 21 CFR 184.1025.) On the basis of the data submitted in support of the listing of this sanitizing solution and other data available in agency files, FDA finds that the use of a mixture of *n*-carboxylic acids (C_6 - C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid) in the subject sanitizing solution is safe.

As discussed above, FDA has evaluated the data in the petition and other relevant materials. On the basis of this evaluation, the agency concludes that these data and materials establish the safety of the level of use and the effectiveness of the additive as a sanitizing solution and that the regulations should be amended in § 178.1010 as set forth below. The agency also finds that the data in this petition support the use of the subject sanitizing solution on dairy-processing equipment as well as on other food processing equipment and utensils.

In accordance with § 171.1(h) (21 CFR 171.1(h)), the petition and the documents that FDA considered and relied upon in reaching its decision to approve the petition are available for inspection at the Center for Food Safety and Applied Nutrition by appointment with the information contact person listed above. As provided in 21 CFR 171.1(h), the agency will delete from the documents any materials that are not available for public disclosure before making the documents available for inspection.

II. Environmental Impact

The agency has carefully considered the potential environmental effects of this action. FDA has concluded that the action will not have a significant impact on the human environment, and that an environmental impact statement is not required. The agency's finding of no significant impact and the evidence supporting that finding, contained in an environmental assessment, may be seen in the Dockets Management Branch (address above) between 9 a.m. and 4 p.m., Monday through Friday.

III. Filing of Objections

Any person who will be adversely affected by this regulation may at any time on or before May 7, 1992 file with the Dockets Management Branch (address above) written objections thereto. Each objection shall be separately numbered, and each numbered objection shall specify with particularity the provisions of the regulation to which objection is made and the grounds for the objection. Each numbered objection on which a hearing is requested shall specifically so state. Failure to request a hearing for any particular objection shall constitute a waiver of the right to a hearing on that objection. Each numbered objection for which a hearing is requested shall include a detailed description and analysis of the specific factual information intended to be presented in support of the objection in the event that a hearing is held. Failure to include such a description and analysis for any particular objection shall constitute a waiver of the right to a hearing on the objection. Three copies of all documents shall be submitted and shall be identified with the docket number found in brackets in the heading of this document. Any objections received in response to the regulation may be seen in the Dockets Management Branch between 9 a.m. and 4 p.m., Monday through Friday.

List of Subjects in 21 CFR Part 178

Food additives, Food packaging.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Director, Center for Food Safety and Applied Nutrition, 21 CFR part 178 is amended as follows:

PART 178—INDIRECT FOOD ADDITIVES: ADJUVANTS, PRODUCTION AIDS, AND SANITIZERS

1. The authority citation for 21 CFR part 178 continues to read as follows:

Authority: Secs. 201, 402, 409, 706 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321, 342, 348, 376).

2. Section 178.1010 is amended by adding new paragraphs (b)(39) and (c)(34) to read as follows:

§ 178.1010 Sanitizing solutions.

(b) * * *

(39) An aqueous solution containing phosphoric acid (CAS Reg. No. 7664-38-2); octenyl succinic acid (CAS Reg. No. 28805-58-5); *N,N*-dimethyloctanamine (CAS Reg. No. 7378-99-6); and a mixture

of *n*-carboxylic acids (C_6 – C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid). This solution may be used on food-processing equipment and utensils, including dairy-processing equipment.

(c) * * *

(34) Solutions identified in paragraph (b)(39) of this section shall provide when ready for use not less than 460 parts per million and not more than 625 parts per million of phosphoric acid, and all components shall be present in the following proportions: 1 part phosphoric acid to 0.25 octenyl succinic acid to 0.18 part *N,N*-dimethyloctanamine to 0.062 part of a mixture of *n*-carboxylic acids (C_6 – C_{12} , consisting of not less than 56 percent octanoic acid and not less than 40 percent decanoic acid).

* * *

Dated: March 31, 1992.
Fred R. Shank,
 Director, Center for Food Safety and Applied Nutrition.
 [FR Doc. 92-7849 Filed 4-6-92; 8:45 am]
 BILLING CODE 4160-01-M

21 CFR Parts 510 and 558

Animal Drugs, Feeds, and Related Products; Monensin and Tylosin

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect approval of a new animal drug application (NADA) filed by Agri Beef Co. The NADA provides for the manufacture of a liquid Type B medicated feed containing 400 grams per ton (g/ton) monensin and 150 g/ton tylosin used to make a Type C medicated feed for improved feed efficiency and reduction of incidence of liver abscesses in cattle being fed in confinement for slaughter.

EFFECTIVE DATE: April 7, 1992.

FOR FURTHER INFORMATION CONTACT: Russell G. Arnold, Center for Veterinary Medicine (HFV-142), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-295-8674.

SUPPLEMENTARY INFORMATION: Agri Beef Co., 2201 North 20th St., P.O. Box 47, Nampa, ID 83653, is sponsor of NADA 140-939 which provides for the use of approved Type A medicated articles to make liquid Type B medicated feeds containing 400 g/ton monensin sodium with 150 g/ton tylosin phosphate. The liquid Type B medicated feeds are used to make dry Type C medicated feeds containing 21.4 to 26.8 g/ton monensin

and 8 to 10 g/ton tylosin. The Type C medicated feeds should provide 240 milligrams/head/day monensin and 90 milligrams/head/day tylosin for improved feed efficiency and reduction of incidence of liver abscesses in cattle being fed in confinement for slaughter. The NADA is approved as of March 31, 1992. The regulations are amended in 21 CFR 558.355(f)(3)(ix) to reflect the approval. The basis for approval for monensin and tylosin in combination is discussed in the freedom of information summary on file for NADA 104-646.

In addition, Agri Beef Co. has not previously been listed in 21 CFR 510.600 as sponsor of an approved NADA. That section is amended to add new entries for the firm.

In approving this NADA, the current genus name *Fusobacterium* is used for the organism formerly known as *Sphaerophorus*. The monensin regulation is amended in § 558.355(f)(3)(ii)(a) to reflect the newer name.

This approval did not require new effectiveness or safety data. Therefore, a freedom of information summary pursuant to 21 CFR part 20 and 21 CFR 514.11(e)(2)(ii) is not required.

An approved Form FDA 356V is required for the use of monensin and tylosin Type A medicated articles in the manufacture of this monensin/tylosin liquid Type B feed as in 21 CFR 558.5(a). An approved Form FDA 1900 is also required for the manufacture of this liquid Type B medicated feed as in § 558.5(b).

Under section 512(c)(2)(F)(ii) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b(c)(2)(F)(ii)), this approval does not qualify for marketing exclusivity because no new clinical or field investigations and no new human food safety studies essential to the approval were conducted or sponsored by the applicant.

FDA has carefully considered the potential environmental impact of this action and has concluded that the action will not have a significant impact on the human environment. Therefore, an environmental impact statement is not required. FDA's finding of no significant impact and the evidence supporting that finding, contained in an environmental assessment, may be seen in the Dockets Management Branch (HFA-305), rm. 1-23, 12420 Parklawn Dr., Rockville, MD 20857, between 9 a.m. and 4 p.m., Monday through Friday.