Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

94–21–03 Jetstream Aircraft Limited: Amendment 39–9045. Docket 94–NM–40–AD.

Applicability: Model 4101 airplanes; constructors numbers 41004 through 41024, inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced controllability of the airplane, accomplish the following:

(a) Within 450 hours time-in-service after the effective date of this AD, install a placard on the left forward trim panel of the center console in line with the decouple control handle for the elevator control system in accordance with Jetstream Service Bulletin J41–11–004, Revision 1, dated March 23, 1994.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) The installation shall be done in accordance with Jetstream Service Bulletin J41–11–004, Revision 1, dated March 23, 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on November 25, 1994.

Issued in Renton, Washington, on October 4, 1994.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 94–25058 Filed 10–24–94; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–73–AD; Amendment 39–9048; AD 94–21–06]

Airworthiness Directives; Pacific Scientific Company, HTL/KIN–TECH Division, Lap Belt Assemblies and Restraint Systems

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain Pacific Scientific lap belt assemblies and restraint systems, that requires removal of certain lap belt assemblies and restraint systems, and replacement with a differently designed assembly. This amendment is prompted by a report indicating that, subsequent to an accident involving a transport category airplane, some passengers experienced difficulty in attempting to release the buckle on their lap belts. The actions specified by this AD are intended to prevent the inability of passengers or crew to egress from their seats during an emergency situation, due to problems associated with the lap belt assembly.

DATES: Effective November 25, 1994.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 25, 1994.

ADDRESSES: The service information referenced in this AD may be obtained from Pacific Scientific, HTL/KIN–TECH Division, 22715 Savi Ranch Parkway, Yorba Linda, California 92687. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Layton Walker, Aerospace Engineer, Systems & Equipment Branch, ANM–130L, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California 90806–2425; telephone (310) 988–5339; fax (310) 988–5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Pacific Scientific lap belt assemblies and restraint systems was published in the Federal Register on May 31, 1994 (59 FR 28031). That action proposed to require the removal of certain lap belt assemblies and restraint systems, and replacement with another design assembly.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters support the proposal.

One commenter supports the intent of the proposal, but suggests that it should have been issued as an immediately adopted rule, without prior notice and time for public comment. The commenter considers that the subject lap belts pose a serious and immediate threat to passengers and crew who could encounter difficulties in releasing the belts during an emergency situation The FAA does not concur with the commenter's suggestion. In developing this rule and its associated compliance time, the FAA considered not only the degree of urgency associated with addressing the subject unsafe condition, but the availability of necessary parts and the practical aspect of accomplishing the required actions during normal maintenance schedules. Additionally, the FAA considered the fact there has been no adverse service history within the last two years related to the 27,000 subject belts currently in service. In light of all of these items, the FAA could not find that it was impracticable to provide for prior notice and time for public comment on the rule.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 27,002 lap belts of the affected design installed in aircraft and rotorcraft worldwide. The FAA estimates that, of this number, approximately 10,000 are to be installed on U.S. registered aircraft and rotorcraft. It will take approximately .5 work hour per lap belt to accomplish the required actions, at an average labor rate of $55 per work hour. Required parts will be supplied by Pacific Scientific Company at no cost to operators. Based on these

figures, the total cost impact of this AD on U.S. operators is estimated to be $275,000, or $27.50 per lap belt.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

94–21–06 Pacific Scientific Company, HTL/KIN-Tech Division: Amendment 39–9048. Docket 94–NM–73–AD.

Applicability: Lap belt assemblies and restraint systems, as listed in Pacific Scientific Service Bulletin 1108435–25–01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460–25–01, dated April 28, 1994; as installed on aircraft and rotorcraft, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the inability of passengers or crew to egress from their seats during an emergency situation, due to problems associated with the lap belt assembly, accomplish the following:

(a) Within 90 days after the effective date of this AD, remove the applicable lap belt assemblies and restraint systems, and replace them with new design assemblies in accordance with Pacific Scientific Service Bulletin 1108435–25–01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460–25–01, dated April 28, 1994, as applicable.

(b) As of a date 90 days after the effective date of this AD, no person shall install on any aircraft or rotorcraft a passenger or crew lap belt or restraint system (as listed in Pacific Scientific Service Bulletin 1108435–25–01, dated April 28, 1994, and Pacific Scientific Service Bulletin 1108460–25–01, dated April 28, 1994) that incorporates the part number 1108435 "45 degrees" release lift lever buckle assembly, or the part number 1108460 "90 degrees" release lift lever buckle assembly.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

Note: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The removal and replacement shall be done in accordance with Pacific Scientific Service Bulletin 1108435–25–01, dated April 28, 1994, or Pacific Scientific Service Bulletin 1108460–25–01, dated April 28, 1994, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Pacific Scientific, HTL/KIN–TECH Division, 22715 Savi Ranch Parkway, Yorba Linda, California 92687. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, 3229 East Spring Street, Long Beach, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 25, 1994.

Issued in Renton, Washington, on October 7, 1994.

Neil D. Schalekamp,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 94–25439 Filed 10–24–94; 8:45 am]

BILLING CODE 4910–13–U

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14 CFR Part 91

[Docket No. 27748; Special Federal Aviation Regulation (SFAR) No. 69]

RIN 2120–AF40

Removal of the Prohibition Against Certain Flights Between the United States and Haiti

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; removal.

SUMMARY: This action removes Special Federal Aviation Regulation (SFAR) 69, which prohibits the takeoff from, landing in, or overflight of the territory of the United States by an aircraft on a flight to or from the territory of Haiti, and which further prohibits the landing in, takeoff from, or overflight of the territory of the United States by any aircraft on a flight from or to any intermediate destination, if the flight's origin or ultimate destination is Haiti. This action is taken in response to UN Security Council Resolution 944 (1994) directing, *inter alia*, the termination of the sanctions mandated in U.N. Security Council Resolution 917 (1994), and to the Executive Order issued by the President on October 14, 1994, cancelling sanctions mandated in Executive Order 12914 (May 7, 1994).

EFFECTIVE DATE: October 16, 1994.

FOR FURTHER INFORMATION CONTACT: Mark W. Bury, International Affairs and Legal Policy Staff, AGC–7, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267–3515.

SUPPLEMENTARY INFORMATION: On May 18, 1994, the FAA published at 59 FR 25809 a final rule prohibiting certain aircraft operations between the United States and Haiti. SFAR 69 was issued in response to Executive Order 12914 (May 7, 1994) and UN Security Council Resolution 917 (May 6, 1994) mandating, *inter alia*, an embargo of most air traffic with Haiti. SFAR 69 prohibits the takeoff from, landing in, or overflight of the territory of the United States by an aircraft on a flight to or from the territory of Haiti. SFAR 69 also prohibits the landing in, takeoff from, or overflight of territory of the United States by any aircraft of a flight from or

to any intermediate destination, if the flight's origin or ultimate destination is Haiti. The terms of SFAR 69 provide for exceptions for regularly scheduled foreign air carrier passenger flights and for particular flights approved by the United States Government.

On September 19, 1994, U.S. military forces entered Haiti in accordance with September 18, 1994, agreement between the United States and the *de facto* government of Haiti. The September 18 agreement further required the leaders of the *de facto* government of Haiti to relinquish power and provided for the lifting of the economic embargo and sanctions imposed in accordance with applicable Security Council Resolutions, including Security Council Resolution 917. Thereafter, the UN Security Council decided in Resolution 944 to terminate the sanctions imposed under Security Council Resolution 917 at 12:01 am on the day after the return to Haiti of President Aristide. In an Executive Order issued on October 14, 1994, the President cancelled sanctions mandated in Executive Order 12914, including the prohibition on certain aircraft operations between the United States and Haiti imposed under SFAR 69.

List of Subjects in 14 CFR Part 91

Aircraft, Airmen, Airports, Air traffic control, Aviation safety, Haiti.

The Amendment

For the reasons set forth above, the Federal Aviation Administration hereby amends 14 CFR part 91 by removing SFAR No. 69 as follows:

PART 91—GENERAL OPERATING AND FLIGHT RULES

1. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. app. 1301(7), 1303, 1344, 1348, 1352 through 1355, 1401, 1421 through 1431, 1471, 1472, 1502, 1510, 1522, and 2121 through 2125; Articles 12, 19, 31, and 32(a) of the Convention on International Civil Aviation (61 Stat 1180); 42 U.S.C. 4321 *et seq.*, E.O. 11514, 35 FR 4247, 3 CFR, 1966–1970 Comp., p. 902; 49 U.S.C. 106(g).

2. Special Federal Aviation Regulation No. 69 is removed.

Issued in Washington, DC, on October 14, 1994.

David R. Hinson,

Administrator.

[FR Doc. 94–26440 Filed 10–24–94; 8:45 am]

BILLING CODE 4910–13–M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1615 and 1616

Continuation of Stay of Enforcement of Standards for the Flammability of Children's Sleepwear, Sizes 0 Through 6X and 7 Through 14

AGENCY: Consumer Product Safety Commission.

ACTION: Continuation of stay of enforcement.

SUMMARY: This notice announces the staff's decision to extend the stay of enforcement of sleepwear requirements against (1) garments currently being used as sleepwear that are labeled and marketed as underwear if these garments are skin-tight or nearly skin-tight and (2) garments that are essentially identical in design, material, and fit to such "underwear" garments.

EFFECTIVE DATE: The stay published at 58 FR 4078, January 13, 1993, which became effective January 13, 1993 continues in effect until further notice. The Commission will publish a document in the **Federal Register** announcing the termination date of this stay.

FOR FURTHER INFORMATION CONTACT: Patricia A. Fairall, Office of Compliance and Enforcement, Consumer Product Safety Commission, Washington, D.C. 20207; telephone (301) 504–0400.

SUPPLEMENTARY INFORMATION: Elsewhere in this issue of the **Federal Register**, the Commission is issuing a notice of proposed rulemaking ("NPR") concerning the possible amendment of the Commission's flammability standards for children's sleepwear in sizes 0 through 6X and 7 through 14. The current flammability standard for children's sleepwear in sizes 0 through 6X is codified at 16 CFR Part 1615 and the standard for children's sleepwear in sizes 7 through 14 is codified at 16 CFR Part 1616.

On January 13, 1993, the Commission issued an advance notice of proposed rulemaking concerning the possible amendment of its flammability standards for children's sleepwear. 58 FR 4111. On that same date, the staff also issued a stay of enforcement of the sleepwear requirements against certain garments. 58 FR 4078. That stay went into effect when it was published on January 13, 1993. The staff is extending the stay of enforcement as previously issued while the Commission considers the proposed amendment.

As stated in the NPR which is published elsewhere in this issue of the **Federal Register**, the staff has noted that many garments currently in the marketplace and labeled as "playwear" or "underwear" are suitable for use as sleepwear and are being used as sleepwear in a substantial number of cases. Pending Commission consideration of amendments to the sleepwear standards, the Compliance staff is extending its stay of enforcement against the following garments. The staff will continue not to enforce the sleepwear requirements against garments currently being used as sleepwear that are labeled and marketed as underwear if those garments are relatively free of ornamentation and are skin-tight or nearly skin tight. Such garments may be either one or two piece garments and typically are manufactured of a fabric such as rib knit, interlock knit, or waffle knit. The stay also continues to cover garments that are essentially identical in design, material, and fit to such "underwear" garments. Examples of the types of garments covered by the stay are illustrated on pages 4 and 6 of the Supplemental CPSC Staff Guide to the Enforcement Policy Statements of the Flammability Standard for Children's Sleepwear (1989).

Although the staff continues to stay enforcement against these garments under its sleepwear standards, these garments must comply with the Standard for the Flammability of Clothing Textiles, 16 CFR part 1610.

Dated: October 17, 1994.

Sadye E. Dunn,

Secretary, Consumer Product Safety Commission.

[FR Doc. 94–26099 Filed 10–24–94; 8:45 am]

BILLING CODE 6355–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 74

[Docket No. 92C–0294]

Listing of Color Additives Subject to Certification; D&C Green No. 5; Confirmation of Effective Date

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule; confirmation of effective date.

SUMMARY: The Food and Drug Administration (FDA) is confirming the effective date of September 12, 1994, of the final rule that appeared in the **Federal Register** of August 10, 1994 (59 FR 40802), that amended the color additive regulations to provide for the

use of D&C Green No. 5 for coloring drugs and cosmetics intended for use in the area of the eye.

DATES: Effective date confirmed: September 12, 1994.

FOR FURTHER INFORMATION CONTACT: Robert L. Martin, Center for Food Safety and Applied Nutrition (HFS–217), Food and Drug Administration, 200 C St. SW., Washington, DC 20204–0001, 202–418–3074.

SUPPLEMENTARY INFORMATION: In the **Federal Register** of August 10, 1994 (59 FR 40802), FDA amended 21 CFR 74.1205 and 74.2205 to provide for the use of D&C Green No. 5 for coloring drugs and cosmetics intended for use in the area of the eye.

FDA gave interested persons until September 9, 1994, to file written objections or requests for a hearing. The agency received no objections or requests for a hearing on the final rule. Therefore, FDA has concluded that the effective date of the final rule published in the **Federal Register** of August 10, 1994, should be confirmed.

List of Subjects in 21 CFR Part 74

Color additives, Cosmetics, Drugs.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 201, 401, 402, 403, 409, 501, 502, 505, 601, 602, 701, 721 (21 U.S.C. 321, 341, 342, 343, 348, 351, 352, 355, 361, 362, 371, 379e)) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 5.10), notice is given that no objections or requests for a hearing were filed in response to the August 10, 1994 final rule. Accordingly, the amendments promulgated thereby became effective September 12, 1994.

Dated: October 18, 1994.

William K. Hubbard,

Interim Deputy Commissioner for Policy.

[FR Doc. 94–26454 Filed 10–24–94; 8:45 am]

BILLING CODE 4160–01–F

21 CFR Parts 520 and 522

Animal Drugs, Feeds, and Related Products; Change of Sponsor

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect a change of sponsor name and address for two new animal drug applications (NADA's) from Sanofi Animal Health, Inc. to Wendt Laboratories, Inc.

EFFECTIVE DATE: October 25, 1994.

FOR FURTHER INFORMATION CONTACT: Benjamin A. Puyot, Center for Veterinary Medicine (HFV–130), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301–594–1646.

SUPPLEMENTARY INFORMATION: Sanofi Animal Health, Inc., 7107 College Blvd., suite 610, Overland Park, KS 66210, has informed FDA that it has transferred ownership of, and all rights and interests in, approved NADA's 48-646 (Phenylbutazone Injection) and 48–647 (Phenylbutazone Tablets) to Wendt Laboratories, Inc., 100 Nancy Dr., Belle Plaine, MN 56011. Accordingly, the agency is amending the regulations in 21 CFR 520.1720a(b)(3) and 21 CFR 522.1720(b)(1) to reflect the change of sponsor.

List of Subjects

21 CFR Part 520

Animal drugs.

21 CFR Part 522

Animal drugs.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Center for Veterinary Medicine, 21 CFR parts 520 and 522 are amended as follows:

PART 520—ORAL DOSAGE FORM NEW ANIMAL DRUGS

1. The authority citation for 21 CFR part 520 continues to read as follows:

Authority: Sec. 512 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b).

§ 520.1720a [Amended]

2. Section 520.1720a *Phenylbutazone tablets and boluses* is amended in paragraph (b)(3) by removing "050604" and adding in its place "015579".

PART 522—IMPLANTATION OR INJECTABLE DOSAGE FORM NEW ANIMAL DRUGS

3. The authority citation of 21 CFR part 522 continues to read as follows:

Authority: Sec. 512 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b).

§ 522.1720 [Amended]

4. Section 522.1720 *Phenylbutazone injection* is amended in paragraph (b)(1) by removing "050604" and adding in its place "015579".

Dated: October 14, 1994.

Robert C. Livingston,

Director, Office of New Animal Drug Evaluation, Center for Veterinary Medicine.

[FR Doc. 94–26453 Filed 10–24–94; 8:45 am]

BILLING CODE 4160–01–F

21 CFR Part 524

[Docket No. 94N–0202]

Nitrofurazone Solution; Removal of Regulation

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is removing the regulation which reflects approval of three new animal drug applications (NADA's) providing for the use of nitrofurazone solution drug products. Additionally, approval of those portions of a fourth NADA (sponsored by SmithKline Beecham Animal Health) which provide for use of nitrofurazone solution product is also being withdrawn, but that approval is not codified. All four sponsors submitted written requests that the agency withdraw the approvals.

EFFECTIVE DATE: November 3, 1994.

FOR FURTHER INFORMATION CONTACT: Mohammad I. Sharar, Center for Veterinary Medicine (HFV–216), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301–594–0749.

SUPPLEMENTARY INFORMATION: In a notice published elsewhere in this issue of the **Federal Register**, FDA is withdrawing approval of three NADA's and those portions of NADA 6–475 providing for the use of nitrofurazone solution. The withdrawals of approval were requested in writing by the sponsors after FDA informed them that new information establishes that the labeled directions for use of the 0.2 percent nitrofurazone solutions have not been followed in practice. The NADA's are:

Sponsor	NADA No.
SmithKline Beecham Animal Health, 1600 Paoli Pike, West Chester, PA 19380	6–475
Veterinary Laboratories, Inc., 12340 Santa Fe Dr., Lenexa, KS 66215	121–559
Fermenta Animal Health Co., 10150 North Executive Hills Blvd., Kansas City, MO 64153	126–023
Med-Pharmex, Inc., Biomed Laboratories, 325 East Arrow Hwy., San Dimas, CA 91773	126–950

The NADA's provide for over-the-counter use of 0.2 percent nitrofurazone solution on dogs, cats, and horses for prevention or treatment of topical bacterial infections, and prescription use for female equine genital tract infections and impaired fertility due to strains of certain bacteria. This document removes 21 CFR 524.1580d, the regulation which reflects the approvals.

List of Subjects in 21 CFR Part 524

Animal drugs.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Center for Veterinary Medicine, 21 CFR part 524 is amended as follows:

PART 524—OPHTHALMIC AND TOPICAL DOSAGE FORM NEW ANIMAL DRUGS

1. The authority citation for 21 CFR part 524 continues to read as follows:

Authority: Sec. 512 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b).

§ 524.1580d [Removed]

2. Section 524.1580d *Nitrofurazone solution* is removed and reserved.

Dated: September 21, 1994.

Stephen F. Sundlof,

Director, Center for Veterinary Medicine.

[FR Doc. 94–26376 Filed 10–24–94; 8:45 am]

BILLING CODE 4160–01–F

21 CFR Part 900

Medical Devices; Mammography Facilities Education and Training; Notice of Public Workshop

AGENCY: Food and Drug Administration, HHS.

ACTION: Notice of public workshop.

SUMMARY: The Food and Drug Administration (FDA), the Southeast Region Small Business Assistance Program, the Center for Devices and Radiological Health, and the Office of External Affairs, are sponsoring a public workshop on FDA requirements for compliance with the Mammography Quality Standards Act (MQSA). This workshop is designed to assist the facilities in complying with regulations which went into effect October 1, 1994.

DATES: The public workshop will be held on November 3, 1994, from 8 a.m. to 4:30 p.m.

ADDRESSES: The public workshop will be held at the Castlegate Hotel and Conference Center, I/75 and Howell Mill Rd., NW., Atlanta, GA 30318, 404–351–6100 or 1–800–824–8657.

FOR FURTHER INFORMATION CONTACT: Barbara L. Ward-Groves, Food and Drug Administration, Office of Regulatory Affairs (HFR–SE17), 60 8th St., NE., Atlanta, GA 30309, 404–347–0258 or FAX 404–347–4349. Those persons interested in attending this workshop should FAX their registration to 404–347–4349 including name, firm name, address, and telephone number by October 20, 1994. There is no registration fee for this workshop, but advance registration is required. Space is limited and all interested parties are encouraged to register early.

SUPPLEMENTARY INFORMATION: FDA will conduct training for mammography facilities designed to assist those facilities to comply with the requirements of the MQSA. Those requirements went into effect October 1, 1994. Emphasis will be placed on educating, training, and providing assistance to small business in meeting MQSA requirements.

Dated: October 18, 1994.

William K. Hubbard,

Interim Deputy Commissioner for Policy.

[FR Doc. 94–26378 Filed 10–24–94; 8:45 am]

BILLING CODE 4160–01–F

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[OH65–1–6498a; FRL–5080–9]

Approval and Promulgation of Implementation Plans; Ohio

AGENCY: Environmental Protection Agency.

ACTION: Direct final rule.

SUMMARY: Ohio submitted its Rule 3745–35–07, entitled "federally Enforceable Limitations on Potential to Emit," for Federal approval. The rule would establish a mechanism for creating federally enforceable limitations that would reduce sources' potential to emit such that sources could avoid major source permitting requirements. This rulemaking conditionally approves this rule as satisfying the requirements, set forth in the **Federal Register** of June 28, 1989, and authorizes Ohio to issue federally enforceable State operating permits addressing both criteria pollutants (regulated under section 110 of the Clean Air Act) and hazardous air pollutants (regulated under section 112).

DATES: This final rule will be effective December 27, 1994 unless notice is received by November 25, 1994, that someone wishes to submit adverse or critical comments. If the effective date is delayed, timely notice will be published in the **Federal Register.**

ADDRESSES: Written comments should be addressed to: William L. MacDowell, Chief, Regulation Development Section, Air Enforcement Branch (AE–17J), United States Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604.

Copies of the SIP revision request and USEPA's analysis are available for public inspection during normal business hours at the following addresses:

United States Environmental Protection Agency, Region 5, Air and Radiation Division, 77 West Jackson Boulevard (AE–17J), Chicago, Illinois 60604; and Air Docket (6102), United States Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460.

FOR FURTHER INFORMATION CONTACT: John Summerhays, Air Enforcement Branch, Regulation Development Section (AE–17J), United States Environmental Protection, Region 5, Chicago, Illinois 60604, (312) 886–6067.

SUPPLEMENTARY INFORMATION:

I. Review of State Submittal

For many years, Ohio has been issuing permits for major new sources and for major modifications of existing sources. Throughout this time, Ohio has also been issuing permits establishing limitations on the potential emissions from new sources so as to avoid major source permitting requirements. This latter type of permitting has been the subject of various guidance from the