

7-20 71-22

actions specified by this AD are intended to prevent reduced structural integrity of the fuselage, possible rupture, and subsequent decompression of the airplane.

**DATES:** Effective July 22, 1993.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 22, 1993.

**ADDRESSES:** The service information referenced in this AD may be obtained from SAAB-SCANIA AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 Office of the Federal Register 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Mark Quam, Aerospace Engineer, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2145; fax (206) 227-1320.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations to include an airworthiness directive (AD) that is applicable to certain SAAB-SCANIA Model SF340A and SAAB 340B series airplanes was published in the Federal Register on March 19, 1993 (58 FR 15116). That action proposed to require the installation of an additional protective shield between the existing heat protection and the air cycle machine in the environmental control system (ECS) compartment of the fuselage.

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

The commenter supports the proposed rule.

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

The FAA estimates that 188 airplanes of U.S. registry will be affected by this AD, that it will take approximately 20 work hours per airplane to accomplish the required actions, and that the average labor rate is \$55 per work hour. Required parts will be supplied by the manufacturer to operators at no cost. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$206,800, or \$1,100 per

airplane. This total cost figure assumes that no operator has yet accomplished the requirements of this AD.

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 "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) 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 14 CFR part 39 of the Federal Aviation Regulations 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:

**93-12-02 SAAB-SCANIA:** Amendment 39-8607. Docket 93-NM-02-AD.

**Applicability:** Model SAAB SF340A series airplanes, serial numbers 004 through 159, inclusive; Model SAAB 340B series airplanes, serial numbers 160 through 252, inclusive, and 254 through 258, inclusive; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent reduced structural integrity of the fuselage, accomplish the following:

(a) Within 3,000 hours time-in-service after the effective date of this AD, install an additional protective shield between the existing heat protection and the air cycle machine, in accordance with SAAB 340 Service Bulletin SAAB 340-53-028, dated August 20, 1992.

(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 FAR 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 SAAB 340 Service Bulletin SAAB 340-53-028, dated August 20, 1992. 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 SAAB-SCANIA AB, SAAB Aircraft Product Support, S-581.88, Linköping, Sweden. 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 July 22, 1993.

Issued in Renton, Washington, on June 14, 1993.

David G. Hmiel,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 93-14636 Filed 6-21-93; 8:45 am]

BILLING CODE 4910-13-P

**14 CFR Part 71**

[Docket No. 27297, Amendment No. 91-20]

**Establishment of the East Coast Low and Amendment to the Atlantic Low and South Florida Low Additional Control Areas**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends the Atlantic Low by redesignating a portion of the airspace area as the East Coast Low, with a floor of 2,000 feet MSL, and excludes the East Coast Low and Federal Airways from the Atlantic Low. Further, the southern boundary of the



Atlantic Low is redesignated as latitude 34°00'00" North rather than the current latitude of 28°00'00" North.

Concurrently, the northern boundary of the South Florida Low is redesignated as latitude 34°00'00" North rather than the existing latitude of 28°00'00" North. This action ensures that certain air traffic control (ATC) operations are conducted in controlled airspace.

EFFECTIVE DATE: 0901 u.t.c. July 22, 1993.

FOR FURTHER INFORMATION CONTACT: Mr. Aaron I. Boxer, ATP-230, Air Traffic Rules Branch, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

The Offshore Airspace Reconfiguration Final Rule published March 2, 1993, (58 FR 12128), amended the Federal Aviation Regulations (FAR), in pertinent part, by designating additional control areas as offshore airspace areas or en route domestic airspace areas, as appropriate. Further, the offshore airspace areas were divided into high and low areas. In addition to combining and simplifying the offshore airspace areas, an effort was made to establish a uniform floor of 5,500 feet MSL, to the extent practicable. However, just before the change was to become effective, it was discovered that not every specific ATC operation that requires controlled airspace could be conducted inside controlled airspace unless the offshore airspace areas were amended.

On April 5, 1993, the FAA temporarily amended the base altitude of the Atlantic Low additional control area from 5,500 feet MSL to 2,000 feet MSL. The amendment reinstated the base altitude that existed in this offshore airspace area prior to the promulgation of the Offshore Airspace Reconfiguration Final Rule. This action enabled the FAA to conduct a microreview of the ATC operations conducted within this airspace area to determine the amount of controlled airspace necessary to contain certain ATC operations. The microreview as completed on April 22, 1993, and revealed that not every instrument procedure or air traffic practice and operation on the east coast could be contained in controlled airspace without further amendment. For example, the sequencing of arrivals and departures within the New York and Boston metroplexes and providing IFR services to military aircraft transiting to/from coastal bases and the warning

areas required the amount of controlled airspace previously designated. Consequently, raising the floor of the Atlantic Low to 5,500 feet MSL would have had a significant adverse impact on traffic flow on the east coast.

On May 14, 1993, the FAA proposed to amend 14 CFR part 71 to amend the Atlantic Low by redesignating a portion of the airspace area as the East Coast Low, with a floor of 2,000 feet MSL, and to exclude the East Coast Low and Federal Airways from the Atlantic Low (58 FR 29370). Further, the FAA proposed to redesignate the southern boundary of the Atlantic Low as latitude 34°00'00" North rather than the current latitude of 28°00'00" North.

Concurrently, the FAA proposed to redesignate the northern boundary of the South Florida Low as latitude 34°00'00" North rather than the existing latitude of 28°00'00" North. Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA.

The FAA received no comments objecting to the proposal. Except for editorial changes, this amendment is the same as that proposed in the notice. The Atlantic Low and South Florida Low additional control areas were published in FAA Order 7400.7A—Supplement dated February 24, 1993, and effective April 1, 1993, which is incorporated by reference in 14 CFR 71.1. The additional control areas listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations revises the Atlantic Low by redesignating a portion of the airspace area as the East Coast Low with a floor of 2,000 feet MSL. The southwest corner of the East Coast Low will begin 12 miles from the coast of the United States approximately abeam Atlantic City, NJ and proceed northward 12 miles from and parallel to the U.S. shoreline to approximately abeam Portland, ME. At its widest point in the southeast, the area will be approximately 70 miles east of New Jersey and 50 miles south of Long Island, NY. In the area between eastern Long Island, NY, and Nantucket, MA, the southern boundary will be approximately 10 miles at the widest point. A small segment approximately five miles wide has been added between Nantucket and Chatham, MA, to accommodate instrument arrivals into Nantucket. The eastern boundary off the coasts of Massachusetts, New Hampshire, and Maine is generally a north/south line 25 miles east of Boston,

MA. The northern boundary of the South Florida Low will be moved from latitude 28°00'00" North to latitude 34°00'00" which has the effect of moving the southern boundary of the Atlantic Low to the north. This action also excludes Federal Airways from the Atlantic Low and South Florida Low. The East Coast Low will become Class E airspace effective September 16, 1993.

The FAA has determined that this regulation: (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

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

The following amendments are to part 71 currently in effect:

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 Federal Aviation Administration Order 7400.7A—Supplement dated February 24, 1993, and effective April 1, 1993, is amended as follows:

Section 71.163 Designation of Additional Control Areas

\* \* \* \* \* Atlantic Low [Revised]

That airspace extending upward from 5,500 feet MSL bounded on the east by the Moncton FIR and the New York Oceanic CTA/FIR, on the south by lat. 34°00'00"N., on the west and north by a line 12 miles from and parallel to the U.S. shoreline, excluding Federal Airways and the East Coast Low offshore airspace area.

East Coast Low [New]

That airspace extending upward from 2,000 feet MSL bounded on the west and

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north by a line 12 miles from and parallel to the U.S. shoreline and on the south and east by a line beginning at lat. 39°25'46"N., long. 74°02'34"W.; to lat. 39°02'05"N., long. 73°39'30"W.; to lat. 40°04'20"N., long. 72°30'00"W.; to lat. 40°37'14"N., long. 72°30'00"W.; and that airspace north of a line beginning at lat. 40°40'59"N., long. 72°17'22"W. thence along the northern boundary of warning areas W-106 and W-105 to lat. 41°06'52"N., long. 70°22'51"W.; and that airspace west of a line beginning at lat. 41°16'00"N., long. 69°41'15"W.; to lat. 41°43'00"N., long. 69°39'30"W.; and that airspace west and north of a line beginning at lat. 42°15'31"N., long. 70°00'00"W.; to lat. 43°17'00"N., long. 70°00'00"W.; to lat. 43°33'56"N., long. 69°29'12"W.

**South Florida Low [Revised]**

That airspace extending upward from 2,700 feet MSL bounded on the west by the Houston Oceanic CTA/FIR; bounded on the north from west to east by the Jacksonville Air Route Traffic Control Center boundary, a line 12 miles from and parallel to the U.S. shoreline and lat. 34°00'00"N., bounded on the east by the New York Oceanic CTA/FIR and the San Juan Oceanic CTA/FIR; bounded on the south from east to west by the Santa Domingo FIR, the Port-Au-Prince CTA/FIR and the Havana CTA/FIR.

The following amendments are to part 71 in effect as of September 16, 1993:

**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 Federal Aviation Administration Order 7400.9—Supplement dated February 24, 1993, and effective September 16, 1993, is amended as follows:

*Section 71.71(e) Offshore airspace areas.*

**Atlantic Low [Revised]**

That airspace extending upward from 5,500 feet MSL bounded on the east by the Moncton FIR and the New York Oceanic CTA/FIR, on the south by lat. 34°00'00"N., on the west and north by a line 12 miles from and parallel to the U.S. shoreline, excluding Federal Airways and the East Coast Low offshore airspace area.

**East Coast Low [New]**

That airspace extending upward from 2,000 feet MSL bounded on the west and north by a line 12 miles from and parallel to the U.S. shoreline and on the south and east by a line beginning at lat. 39°25'46"N., long. 74°02'34"W.; to lat. 39°02'05"N., long.

73°39'30"W.; to lat. 40°04'20"N., long. 72°30'00"W.; to lat. 40°37'14"N., long. 72°30'00"W.; and that airspace north of a line beginning at lat. 40°40'59"N., long. 72°17'22"W. thence along the northern boundary of warning areas W-106 and W-105 to lat. 41°06'52"N., long. 70°22'51"W.; and that airspace west of a line beginning at lat. 41°16'00"N., long. 69°41'15"W.; to lat. 41°43'00"N., long. 69°39'30"W.; and that airspace west and north of a line beginning at lat. 42°15'31"N., long. 70°00'00"W.; to lat. 43°17'00"N., long. 70°00'00"W.; to lat. 43°33'56"N., long. 69°29'12"W.

**South Florida Low [Revised]**

That airspace extending upward from 2,700 feet MSL bounded on the west by the Houston Oceanic CTA/FIR; bounded on the north from west to east by the Jacksonville Air Route Traffic Control Center boundary, a line 12 miles from and parallel to the U.S. shoreline and lat. 34°00'00"N., bounded on the east by the New York Oceanic CTA/FIR and the San Juan Oceanic CTA/FIR; bounded on the south from east to west by the Santa Domingo FIR, the Port-Au-Prince CTA/FIR and the Havana CTA/FIR.

Issued in Washington, DC, on June 17, 1993.

Harold W. Becker,  
Manager, Airspace—Rules and Aeronautical Information Division.

[FR Doc. 93-14694 Filed 6-21-93; 8:45 am]

BILLING CODE 4910-13-M

**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**Food and Drug Administration**

**21 CFR Part 73**

[Docket No. 89C-0480]

**Listing of Color Additives for Coloring Contact Lenses; Vinyl Alcohol/Methyl Methacrylate-C.I. Reactive Red 180 Reaction Product; 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 February 9, 1993, for the final rule that amended the color additive regulations to provide for the safe use in coloring contact lenses of the reaction product formed by chemically bonding the dye C.I. Reactive Red 180 [5-(benzoylamino)-4-hydroxy-3-((1-sulfo-6-((2-(sulfooxy)ethyl)sulfonyl)-2-naphthalenyl)azo)-2,7-naphthalenedisulfonic acid, tetrasodium salt] (CAS Reg. No. 98114-32-0) to the

vinyl alcohol/methyl methacrylate copolymeric lens material.

**DATES:** Effective date confirmed: February 9, 1993.

**FOR FURTHER INFORMATION CONTACT:** Mitchell A. Cheeseman, Center for Food Safety and Applied Nutrition (HFS-216), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-254-9511.

**SUPPLEMENTARY INFORMATION:** In the Federal Register of January 8, 1993 (58 FR 3225), FDA amended 21 CFR part 73 by adding § 73.3127 to provide for the safe use in coloring contact lenses of the reaction product formed by chemically bonding the dye C.I. Reactive Red 180 [5-(benzoylamino)-4-hydroxy-3-((1-sulfo-6-((2-(sulfooxy)ethyl)sulfonyl)-2-naphthalenyl)azo)-2,7-naphthalenedisulfonic acid, tetrasodium salt] (CAS Reg. No. 98114-32-0) to the vinyl alcohol/methyl methacrylate copolymeric lens material.

FDA gave interested persons until February 8, 1993, to file 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 final rule published in the Federal Register of January 8, 1993, should be confirmed.

**List of Subjects in 21 CFR Part 73**

Color additives, Cosmetics, Drugs, Medical devices.

Therefore, under the Federal Food, Drug, and Cosmetic Act (secs. 201, 401, 402, 403, 409, 501, 502, 505, 601, 602, 701, 706 (21 U.S.C. 321, 341, 342, 343, 348, 351, 352, 355, 361, 362, 371, 376)) 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 January 8, 1993, final rule. Accordingly, the amendments promulgated thereby became effective February 9, 1993.

Dated: June 14, 1993.

Michael R. Taylor,

Deputy Commissioner for Policy.

[FR Doc. 93-14615 Filed 6-21-93; 8:45 am]

BILLING CODE 4160-01-F