

constitutes terminating action for the repetitive inspections of that section of the tee only.

(c) Replacement of all six aft pressure bulkhead tee sections with new improved parts, in accordance with McDonnell Douglas Alert Service Bulletin A53-232, Revision 2, dated April 28, 1995, constitutes terminating action for the inspections required by this AD.

(d) 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(e) 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.

(f) The inspections and replacements shall be done in accordance with McDonnell Douglas Alert Service Bulletin A53-232, Revision 2, dated April 28, 1995. 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 McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). 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, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on September 4, 1996.

Issued in Renton, Washington, on July 24, 1996.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 96-19314 Filed 7-30-96; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

15 CFR Part 946

[Docket No. 960418114-6201-03]

RIN: 0648-AF72

Weather Service Modernization Criteria

AGENCY: National Weather Service, National Oceanic and Atmospheric Administration, Department of Commerce.

ACTION: Final rule.

SUMMARY: In accordance with the Weather Service Modernization Act, 15 U.S.C. 313n. (the Act), the National Weather Service (NWS) is publishing an amendment to its criteria for modernization actions requiring certification. This amendment adds criteria unique to automating a field office to ensure that automation actions will not result in any degradation of service. Automating a field office occurs after automated surface observing system (ASOS) equipment is installed and commissioned at a field office and the News employees that were performing surface observations at that office are removed or reassigned.

EFFECTIVE DATE: July 31, 1996.

ADDRESSES: Requests for copies of documents stated in the preamble as being available upon request should be sent to Julie Scanlon, NOAA/NWS, SSMC2, Room 9332, 1325 East-West Highway, Silver Spring, Maryland 20910.

FOR FURTHER INFORMATION CONTACT: Nicholas Scheller, 301-713-0454.

SUPPLEMENTARY INFORMATION: On May 2, 1996, the NWS published, for comment, proposed modernization criteria unique to automating a field office (see 61 FR 19594). In significant part, the proposed criteria embodied the four levels of service contained in the Federal Aviation Administration's (FAA) Weather Observation Service Standards for level A, B, C and D airports (see 61 FR 32887). After consideration of the public comments that were received and, after consultation with the National Research Council's (NRC) NWS Modernization Committee and the Modernization Transition Committee (MTC), the NWS is now establishing the final modernization criteria for automating a field office only at service level A, B and C airports. Establishment of final modernization criteria for automating a field office at service level D airports is being deferred pending further consultation with the MTC.

Consultation with the NRC's NWS Modernization Committee was completed on June 10, 1996. During consultation with the MTC on June 27, 1996, the MTC offered the following:

The Modernization Transition Committee (MTC) has reviewed the comments received in response to the notice in the Federal Register, considered information provided through presentations and reports, and thoroughly discussed the issue of level of service provided by the modernized weather service as compared to on-site observers, with the following conclusion:

The MTC approves the proposed automation criteria for airport service level A, B and C airports believing that there will be no degradation of service associated with these certifications. However, the Committee has drawn no conclusion about degradation of service at D service level airports that previously had an NWS observer. The Committee will address the remaining portion of D service level airports at their next scheduled meeting.

Peter R. Leavitt

Chair, Modernization Transition Committee.

A total of 44 public comments were received with postmarks by the closing date for comments. Six additional comments were received with postmarks after the closing date. The issues raised in these late comments however, were similar to others raised in the timely comments. All comments received were considered and are included in the numerical totals below. The issues and concerns raised in the comments and the Government's response follows. Most comments have to do with leaving ASOS unattended, either generally or at specific airports. The number of issues/concerns exceeds the total number of comments, since multiple issues/concerns were raised in some comments. A list of persons submitting comments is also included.

A. Comments related to leaving ASOS unattended:

1. *Comment:* 33 comments stated that service level D was inadequate for their particular airport.

Response: Establishment of final criteria for service level D airports has been deferred. The NWS will not take any action to automate field offices at service level D airports, pending further consultation with the MTC. Accordingly, the 27 airports proposed for service level D have been deleted from Appendix B.

2. *Comment:* 10 comments expressed the following concerns about ASOS: (a) ASOS can not be left in the unattended mode; (b) a human presence is required at all ASOS sites; and (c) ASOS observation is sometimes unrepresentative of actual conditions.

Response: Development and testing of automated weather observing

equipment has been in progress for nearly 20 years. Numerous studies and evaluations were conducted on automated observation systems beginning in the 1970s which included systems and technology similar to that of ASOS. Assessments of representativeness were made by comparing automated reports, specifically, ceiling and visibility to the human observer. As a result of the more than two decades of development and testing, ASOS has evolved into a highly accurate, consistent, and reliable complement to meteorological observations.

The most recent testing effort was the ASOS Aviation Demonstration that was carried out jointly by the NWS, the FAA, and the aviation industry, from February 15, 1995 through August 15, 1995. During this Demonstration, NWS observers were asked to record those cases when ASOS observations did not represent the true meteorological situation. Based on reports supplied by NWS observers, ASOS was found to report the correct individual weather parameters at least 98% of the time under all conditions combined.

From the beginning, ASOS was never intended to be the sole source of surface weather data. ASOS data will be supplemented by products derived from other remote automated systems including satellite, radar, and lightning networks. Efforts to develop and refine these new sensors and additional data products are underway. However, ASOS observations will continue to be "augmented" by human observers, at those sites required by the aviation community, until these additional sensors and data products are available, and their use is fully understood.

The strength of ASOS is not that it is "better" than the observer, but that the sensor suite can be put in the area most sensitive to the weather that the pilot needs, that multiple sensors can be used at those sites where required, and that ASOS observations are consistent from station to station, day to night, and continuous 24 hours a day.

3. *Comment:* One comment stated that the FAA, NWS, aviation community agreement on service level D included a requirement for both freezing rain and lightning detection sensors.

Response: The deployment of freezing rain sensors as part of the ASOS is underway. Funding has been allocated for acquisition of over 400 sensors. The freezing rain software and hardware upgrade deployment will be deployed at NWS sites by winter 1996/1997.

Automated thunderstorm detection capability is presently being acquired as part of the Automated Weather

Observing System (AWOS) Data Acquisition System and will provide an automated thunderstorm report in the METAR format from the ASOS at all level A, B, C and D sites. Deployment of this automated thunderstorm reporting capability will begin in June 1997. Until that time, thunderstorms will be detected and reported manually at all sites with implemented level A, B and C Weather Observation Service Standards.

Pending automation of freezing rain and thunderstorm detection and reporting, neither of these parameters will be manually augmented at level D sites. This policy was clearly established during the extensive discussions on Weather Observation Service Standards with the aviation industry during the last 18 months.

4. *Comment:* Three comments regarding Astoria, Oregon, proposed as a D level airport, requested that local public hearings be held before ASOS implementation.

Response: The ASOS has already been "implemented" at Astoria, Oregon to the extent that it was commissioned on March 1, 1993. The second stage of implementation will be to "automate" this office and the Weather Service Modernization Act already provides for extensive public input at this stage in several ways. Criteria by which these actions will be certified are made available for public comment through publication in the Federal Register. Two independent committees are consulted during the establishment of final criteria: The National Research Council's NWS Modernization Committee which is composed of scientific and technical experts, and the Modernization Transition Committee (MTC) which represents users of weather services. During these consultations, both Committees are apprised of all public comments received. There are two other opportunities for public input during the certification process. Each proposed certification is published in the Federal Register for a 60-day public comment period. The MTC is apprised of all public comments received and has the opportunity to recommend a course of action to the Secretary of Commerce with regard to the final certification of "no degradation of service". Finally, the MTC is a Federal advisory committee and as such, all MTC meetings are open to the public. As part of the consultation with the MTC on certifications and preceding deliberations by the MTC, there is a public comment period during which the public may address the MTC.

B. Other comments:

1. *Comment:* Six comments were concerned that there might be a delay in implementing service levels A and B due to lack of funds and that the delay would result in a degradation of service. One comment requested that a ban on further ASOS commissionings be instituted until funds are available to implement service levels A and B.

Response: The FAA will fund full implementation of the Weather Observation Service Standards, including all level A and B airports. Accordingly, NWS has eliminated any funding contingency from criterion 4a.

2. *Comment:* Two comments indicated that the list of airports published in the May 2 Federal Register notice was incomplete and/or confusing.

Response: The airports in the May 2, 1996 Federal Register notice list were the 143 "field offices" which require a certification prior to automation under the Weather Service Modernization Act. The Act defines a field office as a Weather Service Office (WSO) or a Weather Service Forecast Office (WSFO). Beyond these 143 locations, there are additional airports where NWS has surface observing responsibility that either: (1) Are not field offices—Weather Service Meteorological Observatories (WSMOs) and Weather Service Contract Meteorological Observatories (WSCMOs); or (2) are field offices, but NWS will continue to perform surface observing functions. There are also a number of airports where the FAA has surface observing responsibility. On June 25, 1996, the FAA published in the Federal Register its Weather Observation Service Standards and a more comprehensive list of all airports where either NWS or FAA has had surface observing responsibility (see 61 FR 32887). Not included in this June 25 notice are the so called "expansion sites", which are sites that have not had a Federally sponsored surface observation.

3. *Comment:* One comment stated that automation, as proposed, will have an adverse impact on snowfall records.

Response: Snowfall data will continue to be recorded at 46 Weather Forecast Offices (WFO) co-located with ASOS as well as new snowfall climatologies will commence at 73 WFOs during the 1996–1997 winter season. In addition, snow-depth observations will continue at 22 Tower Level 5 airports next winter season. In addition, along the Washington and Oregon coastline, there are over 30 NWS cooperative observer (COOP) climate stations that will continue to report daily snowfall, snow depth, and accurate precipitation amounts for climatologists. The primary

purpose of this volunteer network is the taking of long-term climate records. The NWS is now in the process of implementing a system that will allow these observations to be disseminated to external users once-a-day in near real-time.

Washington and Oregon contain about one dozen first-order airport stations that historically reported snowfall information that will no longer be available. However, data from COOP climate stations in both states are actually considered to be the data of choice by most climate-change researchers. The COOPs are located off airports at locations where people live. COOPs with decades of records are found in the temperate rain forests, Olympic mountains, and other ecologically sensitive areas.

The volunteer COOP network will continue to provide high-quality climate data for NWS and external users. The NWS is even considering opening new COOP stations in areas where observations are scarce with snowfall information unavailable and whereby no current COOP is located in the surrounding vicinity.

In addition, the Supplementary Data Program (see 60 FR 64020), became operational on October 1, 1995 at 119 WFOs, where staffing and equipment permits. This includes the providing of event driven supplementary data observations (i.e., ice pellets, snow increase rapidly, size of hailstones) and routinely scheduled supplementary climatological data (i.e., depth of new snow, duration of sunshine, water equivalent of snow on ground).

4. *Comment:* One comment expressed concerns with ASOS's inability to detect clouds above 12,000 feet, use of "fair" for sky conditions when ASOS reports "CLR below 12,000 ft.", and ASOS not reporting freezing rain.

Response: A few years ago, NOAA started generating a Satellite Cloud Product (SCP) to complement ASOS above 12,000 ft. SCPs, generated for a 50x50-km grid centered around ASOS sites, are available in regional collectives through the Family of Services with the following bulletin headings:

GOES-8

TCUS40 KWBC—Eastern US
TCUS41 KWBC—Central US
TCUS42 KWBC—Southern US

GOES-9

TCUS51 KWBC—Central US
TCUS52 KWBC—Southern US
TCUS53 KWBC—Western US

Among other things, the SCPs indicate the cloud category (CLR, SCT,

BKN, OVC) and the height of the cloud in 100's of feet.

NWS is sensitized to the "FAIR" issue and is working toward a more representative depiction of sky conditions on the Hourly (State) Weather Roundup (SWR). NWS sites which "run" the SWR can merge the SCP data with the ASOS data, thereby producing a better combined sky condition. Many NWS sites are already doing this and more will be doing so in the future once SCPs are generated for all ASOS sites.

The issue of the "FAIR" on The Weather Channel (TWC) is a little different. TWC gets its observational data from Weather Services International (WSI) Corporation. WSI does not presently process NWS SWRs. "FAIR" is a WSI term.

NWS has had discussions with both TWC and WSI about this issue. Both are working on schemes to assimilate the SCP data, thereby making a more representative sky condition. In lieu of utilizing the WSI observational data stream, TWC is independently investigating the feasibility of "ingesting" and displaying the NWS SWRs on their "Weather on the 8's" segment.

The concern about reporting of freezing rain is addressed in the response to comment A3.

5. *Comment:* One comment stated that ASOS should be replaced by METAR.

Response: The writer of this comment has misunderstood the difference between METAR and ASOS.

The Aviation Routine Weather Report (METAR) does not replace ASOS. ASOS is an automated and integrated group of sensors to collect surface weather parameters.

METAR on the other hand is the reporting format in which the weather elements are provided from the ASOS. Historically, there have been two weather reporting formats. North American countries (United States, Canada and Mexico) used a format referred to as a Surface Aviation Observation (SAOP, and the rest of the world, with minor differences, used a format called Aviation Routine Weather Report (METAR) to report weather. For years discussions took place on standardizing the reporting format.

Agreement was reached in 1989 and the resultant code, still referred to as METAR, represents a blend of the existing SAO and METAR reports. Because countries were permitted to file exceptions to the code format, not all METAR reports are identical, and thus there will be slight differences among the codes. Canada and Mexico have already implemented the METAR code

format, and the United States, in accordance with international agreements, implemented the METAR code format on July 1, 1996.

6. *Comment:* One comment stated that the ASOS at Wheeling-Ohio County Airport remains uncommissioned.

Response: The ASOS at Wheeling—Ohio County airport is an FAA-sponsored ASOS and requires FAA long-line communications for commissioning. Currently, plans are to install the communications lines in the fall 1996 followed by commissioning in January/February 1997.

7. *Comment:* One comment stated that there is no radio transmission from the ASOS at Marathon Airport (MTH), Florida.

Response: A ground-to-air radio was installed at Marathon in March 1994. Shortly after installation, radio frequency interference was reported. That interference problem was corrected on May 14, 1996 and the radio is now broadcasting.

8. *Comment:* Three comments raised concerns about specific public forecast product, the quality of the forecasts, timeliness of NOAA Weather Radio updates, elimination of the agricultural forecast program and closure of the Astoria, Oregon Weather Service Office (WSO).

Response: These issues are not related to ASOS and/or automation and are more appropriately addressed during the certification process for actions involving the particular WSOs.

List of Persons Submitting Comments

Dean Jacobs, Executive Director, Valentine Chamber of Commerce, Valentine, Nebraska
Dean Jacobs, Executive Director, Visitor Promotion Committee, Cherry County, Valentine, Nebraska
concerned citizen, Freeland, Michigan
Jay Trobec, KELO-TV, Sioux Falls, South Dakota
Mike Boggs, Airport Manager, Eugene Airport, Eugene, Oregon
Kelly Kilmer, Quality Control Focal Point, Valentine ASOS Station, Valentine, Nebraska
Troy Kimmel, Chief Meteorologist, KTBC-TV, Austin, Texas
Robert Kilmer, Airport Manager, Valentine, Nebraska (2 comments)
Evelyn Kilmer, Valentine, Nebraska (2 comments)
Gerald Ellison, Valentine Nebraska
Allan L. Jameson, Commercial Pilot, Valentine, Nebraska
Robert A. Peterson, Administrator, Valentine, Nebraska
Tim Bader, Valentine, Nebraska
Paul Joseph, Chief Meteorologist, WTMJ-TV, Milwaukee, Wisconsin
Thomas S. Tominack, Airport Manager, Wheeling—Ohio County Airport, Wheeling West Virginia

A. Earl Cheal, Vice President and General Manager, The Flight Department, Marathon Airport, Marathon, Florida
 Timothy M. Kellett, Paso Robles, California (2 comments)
 Leo D. Hollis, Director—Flight Control, America West Airlines, Phoenix, Arizona
 Joe Bakkensen, Chair, Board of Commissioners, Clatsop County, Astoria, Oregon
 Thomas G. Macklin, Paso Robles, California
 Sean Boyd, KSEE-TV, Fresno, California
 Ron Larsen, Director of Operations, Port of Astoria, Astoria, Oregon (2 comments)
 Melvin Christenson, Cherry County Sheriff, Valentine, Nebraska
 John P. Raichl, Sheriff and Director of Emergency Services, Clatsop County, Astoria, Oregon
 Richard Carlson, Sequim, Washington
 Steve Fick, President, Salmon for All, Astoria, Oregon
 William N. Sears, Director, Air Traffic Capacity & Meteorology, Air Transport Association, Washington, DC
 Robert J. Massey, Chairman, Aviation Weather Committee, Air Line Pilots Association, Herndon, Virginia
 Warren L. Qualley, Manager—Weather Services, American Airlines, DFW Airport, Texas
 Tom Fahey, Manager, Northwest Airlines Meteorology, St. Paul, Minnesota
 Paul Gross, WDIV-TV, Detroit, Michigan
 Barbara Balensiefer, Mayor of Warrenton, Warrenton, Oregon
 Brad Barclay, Contract Weather Observer, Paso Robles Airport, Atascadero, California
 Drs. Richard & Janet Laughlin, Astoria, Oregon
 Robert D. DeLong, City Manager, Astoria, Oregon
 Paul O'Connell, RN, Flight Supervisor, Good Samaritan Hospital, Kearney, Nebraska
 Robert Stratton, Templeton, California
 Paul Levesque, Executive Assistant, Tillamook County Commissioners, Tillamook, Oregon
 Monte M. Eliason, Airport Manager, Glacier Park International Airport, Kalispell, Montana
 Pam Birmingham, Pete Anderson Realty, Inc., Seaside, Oregon
 Tim Josi, State Representative, District 2, Salem, Oregon
 Dennis Ernest, Program Director, KNEB AM/FM, Scottsbluff, Nebraska
 William R. McDonald, Chairman, Columbia County Board of Commissioners, St. Helens, Oregon
 Oliver Vernor, Mayor, City of Seaside, Seaside, Oregon
 Pat Hamilton, Chairperson, Pacific County Commissioners, South Bend, Washington
 William F. Shea, Commissioner, Port of Astoria, Astoria, Oregon

A. Classification Under Executive Order 12866

These regulations establish procedures and criteria for certifying that certain actions to modernize NWS will not result in any degradation of weather services to the affected service area. They will not result in any direct

or indirect economic impacts, and have been determined not to be significant for purposes of E.O. 12866.

B. Regulatory Flexibility Act Analysis

These regulations set forth the criteria for certifying that certain modernization actions will not result in a degradation of service to the affected area. These criteria will be appended to the Weather Service Modernization regulations. The Assistant General Counsel for Legislation and Regulation of the Department of Commerce has certified to the Chief Counsel for Advocacy of the Small Business Administration when these criteria were proposed, that if adopted as proposed, they will not have a significant economic impact on a substantial number of small entities. These criteria are intended for internal agency use, and the impact on small business entities will be negligible. The proposed criteria do not directly affect "small government jurisdictions" as defined by Pub. L. 96-354, the Regulatory flexibility Act. Accordingly, no initial regulatory flexibility analysis was prepared.

C. Paperwork Reduction Act of 1980

These regulations will impose no information collection requirements of the type covered by Pub. L. 96-511, the Paperwork Reduction Act of 1980.

D. Executive Order 12612

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

E. National Environmental Policy Act

NOAA has concluded that issuance of this rule does not constitute a major Federal action significantly affecting the quality of the human environment. Therefore, an environmental impact statement is not required. A programmatic Environmental Impact Statement (EIS) regarding NEXRAD was prepared in November 1984, and an Environmental Assessment to update the portion of the EIS dealing with the bioeffects of NEXRAD non-ionizing radiation was issued in 1993.

List of Subjects in 15 CFR Part 946

Administrative practice and procedure, Certification, Commissioning, Decommissioning, national Weather Service, Weather service modernization.

Dated: July 26, 1996.

Elbert W. Friday, Jr.,

Assistant Administrator for Weather Services.

For the reasons set out in the preamble, 15 CFR part 946 is amended as follows:

1. The authority citation for part 946 continues to read as follows:

Authority: Title VII of Pub. L. 102-567, 106 Stat 4303 (15 U.S.C. 313n.)

2. Appendix A to part 946 is amended by adding a new Subsection (D) under Section II. CRITERIA FOR MODERNIZATION ACTIONS REQUIRING CERTIFICATION, to read as follows:

(D) Modernization Criteria Unique to Automation Certifications

1. Compliance with flight aviation rules (applies on airports only): Consultation with the Federal Aviation Administration (FAA) has verified that the weather services provided after the commissioning of the relevant ASOS unit(s) will be in full compliance with applicable Federal Aviation Regulations promulgated by the FAA.

2. ASOS Commissioning: The relevant ASOS unit(s) have been successfully commissioned in accordance with the criteria set forth in section I.A.1 of Appendix A to the Weather Service Modernization Regulations, 15 CFR part 946.

3. User Confirmation of Services: Any valid user complaints related to actual system performance received since commissioning of the ASOS have been satisfactorily resolved and the issues addressed in the MIC's recommendation for certification.

4. Aviation Observation Requirement: At sites subject to automation certification, all surface observations and reports required for aviation services can be generated by an ASOS augmented as necessary by non-NWS personnel.

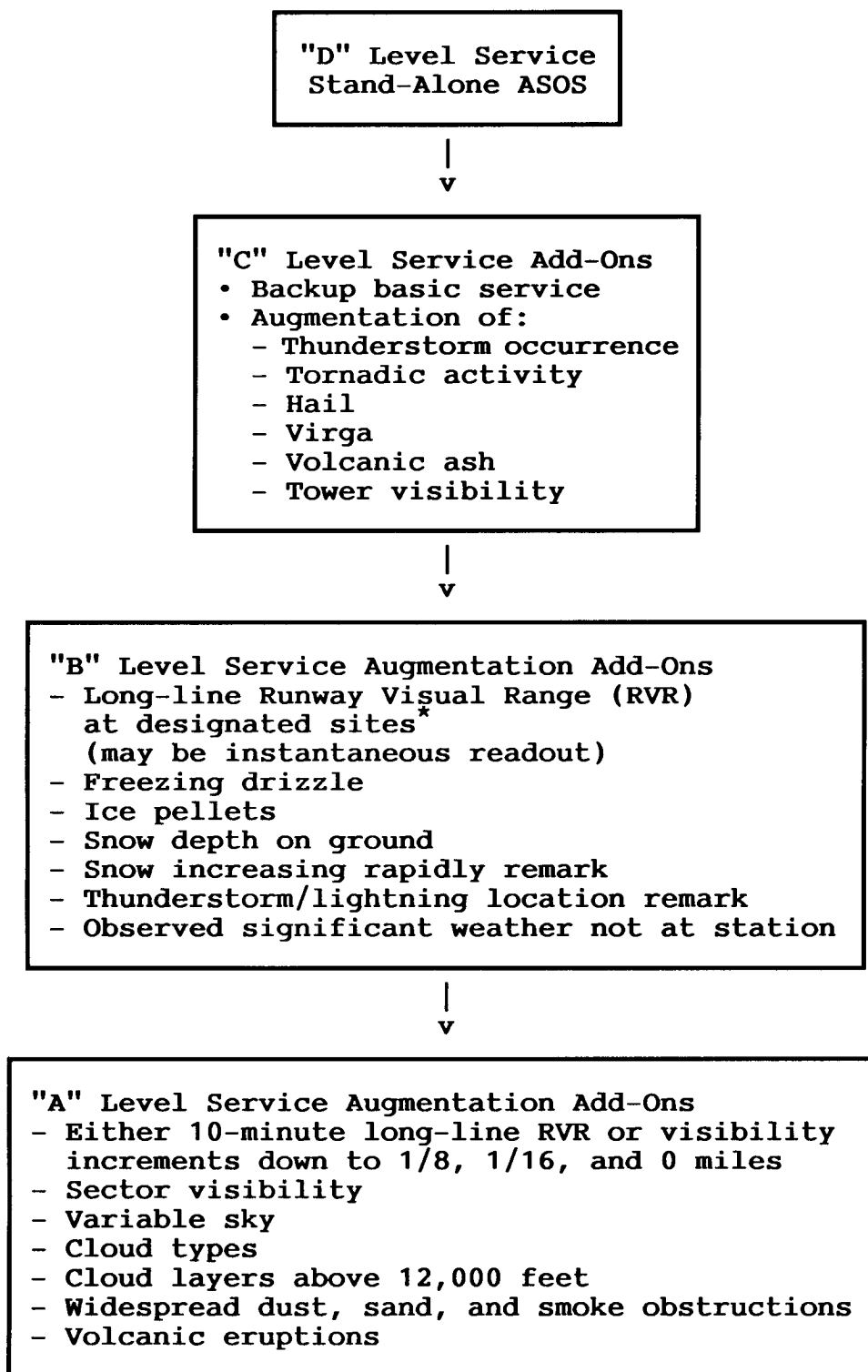
a. The ASOS observation will be augmented/backed-up to the level specified in Appendix B as described in the Summary Chart of the FAA's Weather Observation Service Standards.

b. The transition checklist has been signed by the appropriate Region Systems Operations Division Chief.

5. General Surface Observation Requirement: The total observations available are adequate to support the required inventory of services to users in the affected area. All necessary hydrometeorological data and information are available through ASOS as augmented in accordance with this section, through those elements reported as supplementary data by the relevant Weather Forecast Office(s), or through other complementary sources. The adequacy of the total surface observation is addressed in the MIC's recommendation for certification.

BILLING CODE 3510-12-M

Summary of FAA's Weather Observation Service Standards



Sites that will provide long-line RVR are designated with an * in Appendix B

Appendix B is added to Part 946 to read as follows:

Appendix B to Part 946—Airport Tables

"A" Level Service Airports

*Akron, OH	CAK
*Albany, NY	ALB
*Atlanta, GA	ATL
*Baltimore, MD	BWI
*Boston, MA	BOS
Charlotte, NC	CLT
*Chicago-O'Hare (AV), IL	ORD
Cincinnati, OH	CVG
Columbus, OH	CMH
*Dayton, OH	DAY
*Des Moines, IA	DSM
*Detroit, MI	DTW
*Fairbanks, AK	FAI
*Fresno, CA	FAT
*Greensboro, NC	GSO
*Hartford, CT	BDL
*Indianapolis, IN	IND
*Kansas City, MO	MCI
*Lansing, MI	LAN
Las Vegas, NV	LAS
Los Angeles (AV), CA	LAX
*Louisville, KY	SDF
*Milwaukee, WI	MKE
*Minneapolis, MN	MSP
*Newark, NJ	EWR
*Oklahoma City, OK	OKC
Phoenix, AZ	PHX
*Portland, OR	PDX
*Providence, RI	PVD
*Raleigh, NC	RDU
*Richmond, NC	RIC
*Rochester, NY	ROC
*Rockford, IL	RFD
*San Antonio, TX	SAT
San Diego, CA	SAN
*San Francisco, CA	SFO
*Spokane, WA	GEG
*Syracuse, NY	SYR
Tallahassee, FL	TLH
Tulsa, OK	TUL

"B" Level Service Airports

*Baton Rouge, LA	BTR
*Billings, MT	BIL
*Charleston, WV	CRW
*Chattanooga, TN	CHA
Colorado Springs, CO	COS
Daytona Beach, FL	DAB
El Paso, TX	ELP
Flint, MI	FNT
Fort Wayne, IN	FWA
Honolulu, HI	HNL
*Huntsville, AL	HSV
*Knoxville, TN	TYS
*Lincoln, NE	LNK
Lubbock, TX	LBB
*Madison, WI	MSN
*Moline, IL	MLI
*Montgomery, AL	MGM
*Muskegon, MI	MKG
*Norfolk, VA	ORF
Peoria, IL	PIA
*Savannah, GA	SAV
*South Bend, IN	SBN
Tucson, AZ	TUS
*West Palm Beach, FL	PBI
*Youngstown, OH	YNG

"C" Level Service Airports

Abilene, TX	ABI
Allentown, PA	ABE

Asheville, NC	AVL
Athens, GA	AHN
Atlantic City, NJ	ACY
Augusta, GA	AGS
Austin, TX	AUS
Bakersfield, CA	BFL
Bridgeport, CT	BDR
Bristol, TN	TRI
Casper, WY	CPR
Columbia, MO	COU
Columbus, GA	CSG
Dubuque, IA	DBQ
Erie, PA	ERI
Eugene, OR	EUG
Evansville, IN	EVV
Fargo, ND	FAR
Fort Smith, AR	FSM
Grand Island, NE	GRI
Helena, MT	HLN
Huntington, WV	HTS
Kahului, HI	OGG
Key West, FL	EYW
Lewiston, ID	LWS
Lexington, KY	LEX
Lynchburg, VA	LYH
Macon, GA	MCN
Mansfield, OH	MFD
Meridian, MS	MEI
Olympia, WA	OLM
Port Arthur, TX	BPT
Portland, ME	PWM
Rapid City, SD	RAP
Redding, CA	RDD
Reno, NV	RNO
Roanoke, VA	ROA
Rochester, MN	RST
Salem, OR	SLE
Santa Maria, CA	SMX
Sioux City, IA	SUX
Springfield, IL	SPI
Stockton, CA	SCK
Toledo, OH	TOL
Waco, TX	ACT
Waterloo, IA	ALO
Wilkes-Barre, PA	AVP
Williamsport, PA	IPT
Wilmington, DE	ILG
Worcester, MA	ORH
Yakima, WA	YKM

*Long-line RVR designated site.

[FR Doc. 96-19412 Filed 7-30-96; 8:45 am]

BILLING CODE 3510-12-M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 520

Oral Dosage Form New Animal Drugs; Ivermectin Tablets and Chewable Cubes

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 two supplemental new animal drug applications (NADA's) filed

by Merck Research Laboratories, Division of Merck & Co., Inc. The supplemental NADA's provide for label changes including a revised indication and limitation for oral use of ivermectin tablets and chewable cubes for dogs to prevent canine heartworm disease.

EFFECTIVE DATE: July 31, 1996.

FOR FURTHER INFORMATION CONTACT:

Marcia K. Larkins, Center for Veterinary Medicine (HFV-112), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-827-0137.

SUPPLEMENTARY INFORMATION: Merck Research Laboratories, Division of Merck & Co., Inc., P.O. Box 2000, Rahway, NJ 07065, filed supplemental NADA's 138-412 and 140-886, which provide for use of Heartgard® (ivermectin) Tablets and Heartgard® (ivermectin) Chewables for dogs. The supplemental NADA's amend the approved indications for use to read "To prevent canine heartworm disease by eliminating the tissue stage of heartworm larvae (*Dirofilaria immitis*) for 1 month (30 days) after infection." The supplements also amend the limitations pertaining to puppies to state "Recommended for dogs 6 weeks of age and older." These changes are necessary to be consistent with the labeling for Heartgard-30® Plus (ivermectin and pyrantel pamoate) NADA 140-971, as published in the Federal Register of April 15, 1996 (61 FR 15185 at 15186). The supplemental NADA's 138-412 and 140-886 are approved as of June 14, 1996, and the regulations are amended in 21 CFR 520.1193(c)(2) and (c)(3) to reflect the approval.

Approval of these supplements did not require submission of new data and information. Therefore, freedom of information summaries under part 20 (21 CFR part 20) and 21 CFR 514.11(e)(2)(ii) are not required.

Under section 512(c)(2)(F)(iii) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 360b(c)(2)(F)(iii)), these approvals do not qualify for marketing exclusivity because the supplements do not contain reports of new clinical or field investigations (other than bioequivalence or residue studies) essential to the approvals and conducted or sponsored by the applicant.

The agency has determined under 21 CFR 25.24(d)(1)(i) that this action is of a type that does not individually or cumulatively have a significant effect on the human environment. Therefore, neither an environmental assessment nor an environmental impact statement is required.