

proposed AD on U.S. operators is estimated to be between \$72,009 (or \$381 per airplane) and \$157,059 (or \$831 per airplane).

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

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

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

Beech Aircraft Corporation: Docket 95–NM–76–AD.

Applicability: Model 400 airplanes, serial number RJ–61; 400A airplanes, serial

numbers RK–1 through RK–80 inclusive; and 400T (military T–1A) airplanes, serial numbers TT–1 through TT–108 inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the standby instrument lighting system adequately illuminates the standby instrument, if normal electrical power is lost or is turned off as a result of a fire or smoke in the cockpit, accomplish the following:

(a) Within 200 hours time-in-service after the effective date of this AD, modify the standby instrument lighting system in accordance with Beechcraft Service Bulletin 2563, dated February 1995.

(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, Wichita Aircraft Certification Office (ACO), FAA, Small 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, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(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.

Issued in Renton, Washington, on August 22, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 95–21257 Filed 8–25–95; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 898

[Docket No. 94N–0078]

Medical Devices; Proposed Performance Standards for Electrode Lead Wires; Correction

AGENCY: Food and Drug Administration, HHS.

ACTION: Proposed rule; correction.

SUMMARY: The Food and Drug Administration (FDA) is correcting a proposal that appeared in the **Federal Register** of June 21, 1995 (60 FR 32406). That document proposed to establish a performance standard for electrode lead wires. The agency inadvertently designated a part number that was used in another rulemaking. This document corrects that error.

FOR FURTHER INFORMATION CONTACT: Marquita B. Steadman, Center for Devices and Radiological Health (HFZ–84), Food and Drug Administration, 2094 Gaither Rd., Rockville, MD 20850, 301–594–4765, ext. 145.

SUPPLEMENTARY INFORMATION: FR Doc. 95–15086 appearing on page 32406 in the **Federal Register** of June 21, 1995, is corrected as follows:

1. On page 32406, in the first column, in the heading, the CFR citation "897" is corrected to read "898".

2. On page 32415, in the third column, "21 CFR Part 897" is corrected to read "21 CFR Part 898".

3. On page 32417, in the first column, amendatory instruction "3" is corrected to read "3. New part 898 is added to read as follows:".

4. On page 32417, in the first column, part 897 is correctly designated as part 898.

Dated: August 21, 1995.

William K. Hubbard,

Acting Deputy Commissioner for Policy.
[FR Doc. 95–21226 Filed 8–25–95; 8:45 am]

BILLING CODE 4160–01–F

ENVIRONMENTAL PROTECTION AGENCY**40 CFR Part 52**

[DC24-1-6793b; FRL-5271-2]

Approval and Promulgation of Air Quality Implementation Plans; District of Columbia—Proposed Recodification of the District's Air Pollution Control Regulations**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Proposed rule.

SUMMARY: EPA proposes to approve the State Implementation Plan (SIP) revision submitted by the District of Columbia. This proposed revision consists of a revised format for the District's air pollution control regulations. Except as otherwise indicated, the proposed changes are administrative in nature, and do not substantively revise the current SIP. The intended effect of this proposed action is to ensure that the District of Columbia's current regulatory numbering format and the District of Columbia SIP numbering format are consistent with each other. This proposed action is being taken in accordance with section 110 of the Clean Air Act.

In the Final Rules section of this **Federal Register**, EPA is approving the District's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial SIP revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If EPA receives adverse comments, the direct final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time.

DATES: Comments must be received in writing by September 27, 1995.

ADDRESSES: Written comments on this action should be addressed to Marcia L. Spink, Associate Director, Air Programs, Air, Radiation, and Toxics Division (3AT00), U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics

Division, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107; and the Delaware Department of Natural Resources & Environmental Control, District of Columbia Department of Consumer and Regulatory Affairs, 2100 Martin Luther King Avenue, SE., Washington, DC 20020.

FOR FURTHER INFORMATION CONTACT: Harold A. Frankford, (215) 597-1325.

SUPPLEMENTARY INFORMATION: See the information provided in the Direct Final action of the same title pertaining to the recodification of the District of Columbia's air pollution control regulations which is located in the Rules and Regulations Section of this **Federal Register**.

List of Subjects in 40 CFR Part 52

Environmental protection, Air pollution control, Carbon monoxide, Incorporation by reference, Intergovernmental relations, Nitrogen dioxide, Ozone, Particulate matter, Reporting and recordkeeping requirements, Sulfur Oxides.

Authority: 42 U.S.C. 7401-7671q.

Dated: July 18, 1995.

W. Michael McCabe,

Regional Administrator, Region III.

[FR Doc. 95-20986 Filed 8-25-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 81

[ID-5-2-7075; FRL-5284-7]

Clean Air Act Promulgation of Reclassification of PM-10 Nonattainment Areas in Idaho**AGENCY:** Environmental Protection Agency (EPA).**ACTION:** Notice of proposed rule.

SUMMARY: This action identifies those nonattainment areas in the State of Idaho which have failed to attain the National Ambient Air Quality Standards (NAAQS) for particulate matter with an aerodynamic diameter of less than or equal to ten micrometers (PM-10) by the applicable attainment date. This action also proposes to grant a one-year extension of the attainment date for the Power-Bannock Counties PM-10 nonattainment area and the Sandpoint PM-10 nonattainment area in Idaho.

DATES: Comments on this proposed action must be received in writing by September 27, 1995.

ADDRESSES: Written comments should be addressed to: Montel Livingston, SIP Manager, Environmental Protection

Agency, Air and Radiation Branch (AT-082), 1200 Sixth Avenue, Seattle Washington, 98101.

FOR FURTHER INFORMATION CONTACT: Steven K. Body, 206-553-0782, Air and Radiation Branch (AT-082), Environmental Protection Agency, 1200 Sixth Avenue, Seattle, Washington, 98101.

SUPPLEMENTARY INFORMATION:**I. Background***A. CAA Requirements Concerning Designation and Classification*

Areas meeting the requirements of section 107(d)(4)(B) of the Act¹ were designated nonattainment for PM-10 by operation of law and classified "moderate" upon enactment of the 1990 Clean Air Act Amendments. See generally Section 107(d)(4)(B). These areas included all former Group I PM-10 planning areas identified in 52 FR 29383 (August 7, 1987), as further clarified in 55 FR 45799 (October 31, 1990), and any other areas violating the National Ambient Air Quality Standards (NAAQS) for PM-10 prior to January 1, 1989.² A **Federal Register** notice announcing the areas designated nonattainment for PM-10 upon enactment of the 1990 Amendments, known as "initial" PM-10 nonattainment areas, was published on March 15, 1991 (56 FR 11101), and a subsequent **Federal Register** notice correcting the description of some of those areas was published on August 8, 1991 (56 FR 37654). See 56 FR 56694 (November 6, 1991) and 40 CFR 81.313 (for codified air quality designations and classifications in the State of Idaho). All initial moderate PM-10 nonattainment areas have the same applicable attainment date of December 31, 1994.

States containing initial moderate PM-10 nonattainment areas were required to develop and submit to EPA by November 15, 1991, a SIP revision providing for, among other things, implementation of reasonably available control measures (RACM), including reasonably available control technology (RACT), and a demonstration either that the plan would provide for attainment of the PM-10 NAAQS by December 31, 1994 or that attainment by that date was impracticable. See Section 189(a).

¹ The 1990 Amendments to the Clean Air Act made significant changes to the Act. See Public Law No. 101-549, 104 Stat. 2399. References herein are to the Clean Air Act as amended ("Act" or "CAA"), which is codified at 42 U.S.C. 7401 *et seq.*

² Many of these other areas were identified in footnote 4 of the October 31, 1990 **Federal Register** notice.