

the rule, as published, is not intended to provide for the use of TG enzyme in cured pork products under 9 CFR 319.104. However, because FSIS ultimately found that TG enzyme is suitable for use as a binder in these standardized products, the Agency intends to publish another direct final rule to permit such a use.

Because FSIS did not receive any adverse comments or notice of intent to submit adverse comments in response to the direct final rule, the effective date remains as December 31, 2001.

#### *Additional Public Notification*

Public awareness of all segments of rulemaking and policy development is important. Consequently, in an effort to better ensure that minorities, women, and persons with disabilities are aware of this notice, FSIS will announce the meeting and provide copies of this **Federal Register** publication in the FSIS Constituent Update. FSIS provides a weekly FSIS Constituent Update, which is communicated via fax to over 300 organizations and individuals. In addition, the update is available on-line through the FSIS web page located at <http://www.fsis.usda.gov>. The update is used to provide information regarding FSIS policies, procedures, regulations, **Federal Register** notices, FSIS public meetings, recalls, and any other types of information that could affect or would be of interest to our constituents/stakeholders. The constituent fax list consists of industry, trade, and farm groups, consumer interest groups, allied health professionals, scientific professionals, and other individuals that have requested to be included. Through these various channels, FSIS is able to provide information to a much broader, more diverse audience. For more information and to be added to the constituent fax list, fax your request to the Congressional and Public Affairs Office, at (202) 720-5704.

Done at Washington, DC, on: March 11, 2002.

**Margaret O'K Glavin,**

*Acting Administrator.*

[FR Doc. 02-6124 Filed 3-13-02; 8:45 am]

**BILLING CODE 3410-DM-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 30299; Amdt. No. 434]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**EFFECTIVE DATE:** 0901 UTC, April 18, 2002.

**FOR FURTHER INFORMATION CONTACT:** Donald P. Pate, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (Mail Address: P.O. Box 25082, Oklahoma City, OK 73125) telephone: (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to

the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

#### Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, D.C. on March 8, 2002.

**James J. Ballough,**

*Director, Flight Standards Service.*

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, April 18, 2002.

#### PART 95—[AMENDED]

1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

## REVISIONS TO IFR ALTITUDES &amp; CHANGEOVER POINTS

[Amendment 434 effective date: April 18, 2002]

From	To	MEA
<b>§ 95.1001 Direct Routes—U.S.</b>		
<b>Atlantic Routes—G437 Is Amended To Read in Part</b>		
Mapyl, OA FIX .....	Elbow, BS FIX .....	7000
<b>Bahamas Routes—063V Is Added To Read</b>		
Kuray, BS FIX .....	Nassau, BS, VOR/DME .....	*2000
*1500—MOCA		
<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6002 VOR Federal Airway 2 Is Amended To Read in Part</b>		
Alexandria, MN VOR/DME .....	Gopher, MN VORTAC .....	3400
<b>§ 95.6051 VOR Federal Airway 51 Is Amended To Read in Part</b>		
Alma, GA, VORTAC .....	Dublin, GA VORTAC .....	*3000
*1700—MOCA		
<b>§ 95.6066 VOR Federal Airway 66 Is Amended To Read in Part</b>		
Baret, CA, FIX .....	*Kumba, CA FIX .....	8000
*6700—MCA Kumba, CA FIX, W BND		
Kumba, CA FIX .....	Imperial, CA VORTAC .....	4100
<b>§ 95.6093 VOR Federal Airway 93 Is Amended To Read in Part</b>		
Vinny, PA FIX .....	*Roast, PA FIX .....	**4500
*10000—MRA		
**2600—MOCA		
Roast, PA FIX .....	Lancaster, PA VORTAC .....	*4500
*2600—MOCA		
<b>§ 95.6157 VOR Federal Airway 57 Is Amended To Read in Part</b>		
Alma, GA VORTAC .....	Lotts, GA FIX .....	*3000
*1700—MOCA		
Lotts, GA FIX .....	Allendale, SC VOR .....	*6000
*1700—MOCA		
<b>§ 95.6161 VOR Federal Airway 161 Is Amended To Read in Part</b>		
Ardmore, OK VORTAC .....	Phara, OK FIX .....	3000
<b>§ 95.6184 VOR Federal Airway 184 Is Amended To Read in Part</b>		
Delro, PA FIX .....	**Roast, PA FIX .....	**10000
*10000—MRA		
*3900—MOCA		
Roast, PA FIX .....	Modena, PA VORTAC .....	*10000
*3900—MOCA		
<b>§ 95.6194 VOR Federal Airway 194 Is Amended To Read in Part</b>		
Hobby, TX VOR/DME .....	Sabine Pass, TX VOR/DME .....	3000
<b>§ 95.6198 VOR Federal Airway 198 Is Amended To Read in Part</b>		
Hobby, TX VOR/DME .....	Sabine Pass, TX VOR/DME .....	3000
<b>§ 95.6362 VOR Federal Airway 362 Is Amended To Read in Part</b>		
Brunswick, GA, VORTAC .....	Alma, GA VORTAC .....	*3000
*1700—MOCA		
Alma, GA VORTAC .....	Vienna, GA VORTAC .....	*3000
*1900—MOCA		
<b>§ 95.6457 VOR Federal Airway 457 Is Amended To Read in Part</b>		
Lancaster, PA VORTAC .....	*Roast, PA FIX .....	**4500
*10000—MRA		

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS—Continued

[Amendment 434 effective date: April 18, 2002]

From		To		MEA	MAA
**2600—MOCA Roast, PA FIX .....		Vinny, PA FIX .....		*4500	
*2600—MOCA					
<b>§ 95.6458 VOR Federal Airway 458 Is Amended To Read in Part</b>					
Julian, CA, VORTAC .....		*Kumba, CA FIX .....		7700	
*5600—MCA Kumba, CA FIX, NW BND		Imperial, CA VORTAC .....		4100	
Kumba, CA FIX .....					
<b>§ 95.6474 VOR Federal Airway 474 Is Amended To Read in Part</b>					
Delro, PA FIX .....		*Roast, PA FIX .....		**10000	
*10000—MRA		Modena, PA VORTAC .....		*10000	
**3900—MOCA					
Roast, PA FIX .....					
*3900—MOCA					
<b>§ 95.6521 VOR Federal Airway 521 Is Amended To Read in Part</b>					
Teres, FL FIX .....		*Cress, FL FIX .....		**4000	
*7000—MCA CRESS FIX E BND					
**1400—MOCA					
<b>§ 95.6575 VOR Federal Airway 575 Is Amended To Read in Part</b>					
Mile High, CO VORTAC .....		*NIWOT, CO FIX .....		8000	
*9500—MCA NIWOT FIX NW BND					
<b>§ 95.6578 VOR Federal Airway 578 Is Amended To Read in Part</b>					
Tift Myers, GA VOR .....		Alma, GA VORTAC .....		*3000	
*1900—MOCA					
From		To		MEA	MAA
<b>§ 95.7001 Jet Routes</b>					
<b>§ 95.7138 Jet Route No. 138 Is Amended To Read in Part</b>					
San Antonio, TX VORTAC .....		Hobby, TX VOR/DME .....		18000	45000
Airway segment				Changeover points	
From		To		Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Points V-2 Is Amended To Add Changeover Point</b>					
Gopher, MN VORTAC .....		Nodine, MN VORTAC .....		50	Gopher
<b>V-97 Is Amended To Add Changeover Point</b>					
Nodine, MN VORTAC .....		Gopher, MN VORTAC .....		60	Nodine
<b>§ 95.6575 VOR Federal Airway 575 Is Amended To Read in Part</b>					
Mile High, CO VORTAC .....		*NIWOT, CO FIX .....		8000	
*9500—MCA NIWOT FIX NW BND					
<b>§ 95.6578 VOR Federal Airway 578 Is Amended To Read in Part</b>					
Tift Myers, GA VOR .....		Alma, GA VORTAC .....		*3000	
*1900—MOCA					
From		To		MEA	MAA
<b>§ 95.7001 Jet Routes</b>					
<b>§ 95.7138 JET ROUTE NO. 138 Is Amended To Read in Part</b>					
San Antonio, TX VORTAC .....		Hobby, TX VOR/DME .....		18000	45000

Airway segment		Changeover points	
From	To	Distance	From
<b>§ 95.8003 VOR Federal Airway Changeover Points V-2 Is Amended To Add Changeover Point</b>			
Gopher, MN VORTAC .....	Nodine, MN VORTAC .....	50	Gopher
<b>V-97 Is Amended To Add Changeover Point</b>			
Nodine, MN VORTAC .....	Gopher, MN VORTAC .....	60	Nodine

[FR Doc. 02-6126 Filed 3-13-02; 8:45 am]  
BILLING CODE 4910-13-M

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Parts 61 and 63**

[FRL-7153-2]

**Approval of the Clean Air Act Section 111 and 112 Delegation of Authority Updates to the Washington State Department of Ecology, Benton Clean Air Authority, Northwest Air Pollution Authority, Puget Sound Clean Air Agency, and Spokane County Air Pollution Control Authority**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Final rule.

**SUMMARY:** Environmental Protection Agency, Region 10 (EPA) is providing public notice of actions which are already final. EPA updated delegation of authority for National Emission Standards for Hazardous Air Pollutants (NESHAP) to the Washington State Department of Ecology (Ecology), Benton Clean Air Authority (BCAA), Northwest Air Pollution Authority (NWAPA), Puget Sound Clean Air Agency (PSCAA), and Spokane County Air Pollution Control Authority (SCAPCA). EPA also delegated of authority for the Consolidated Air Rule (CAR) to Ecology, BCAA, and SCAPCA.

EPA is publishing informational tables in the regulations for NESHAPs and NESHAP source categories that show which subparts these agencies now have authority to implement and enforce. EPA is also publishing revisions to the names and addresses of Region 10 air agencies.

**DATES:** This rule is effective April 15, 2002.

**ADDRESSES:** Copies of information supporting this action are available for inspection during normal business hours at the following location: EPA, Office of Air Quality (OAQ-107), 1200

Sixth Avenue, Seattle, Washington 98101.

**FOR FURTHER INFORMATION CONTACT:** Tracy Oliver, Office of Air Quality (OAQ-107), EPA, Seattle, Washington, (206) 553-1172.

**SUPPLEMENTARY INFORMATION:**

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  - b. What is the Consolidated Air Rule (CAR)?
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- II. Implications
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**I. Background and Purpose**

*h. What is the NESHAP program?*

Hazardous air pollutants are defined in the Clean Air Act (Act) as pollutants that threaten human health through inhalation or other type of exposure. These pollutants are commonly referred to as "air toxics" and are listed in Section 112(b)(1) of the Act.

National Emission Standards for Hazardous Air Pollutants (NESHAPs) control emissions of hazardous air pollutants from specific source categories and implement the requirements of Section 112 of the Act. These standards are found in 40 CFR parts 61 and 63.

Section 112(l) of the Act enables EPA to approve state and local air toxics

programs or rules such that these agencies can accept delegation of authority for implementing and enforcing the NESHAPs. Typically, a state or local agency requests delegation based on federal rules adopted unchanged into state or local rules.

Pursuant to the authority of Section 112(l) of the Act, EPA previously delegated authority to Ecology, BCAA, NWAPA, PSCAA, and SCAPCA through a formal rule-making process. At the time of delegation, EPA also approved streamlined procedures for requesting and approving delegation of new or updated NESHAPs.

The streamlined process for updating delegation is as follows: (1) The requesting agency sends a letter to EPA asking for delegation of new and/or revised NESHAPs that have been adopted unchanged into their regulations; (2) EPA sends a letter of response granting this delegation request (or explaining why it cannot be granted); (3) the agency does not need to send a response back to EPA; (4) if EPA does not receive a negative response from the requesting agency within 10 days of the signature date of EPA's letter, then the updated delegation becomes final 10 days after the date of EPA's letter.

*i. What is the Consolidated Air Rule (CAR)?*

The Consolidated Federal Air Rule (CAR) is a pilot rulemaking originating from President Clinton's March 16, 1995 initiative to reinvent environmental regulations. This rule consolidates major portions of the following New Source Performance Standards (NSPS) and National Emission Standards for Hazardous Air Pollutants (NESHAP) applicable to storage vessels, process vents, transfer operations, and equipment leaks within the Synthetic Organic Chemical Manufacturing Industry (SOCMI): 40 CFR part 60, subparts A, Ka, Kb, VV, DDD, III, NNN, and RRR; 40 CFR part 61, subparts A, V, Y, and BB; and 40 CFR part 63, subparts A, F, G, and H.

The CAR gathers together applicable Federal SOCMI rules to form one