

equivalence of foreign inspection systems.

DATES: The public hearing will be held on October 9 and 10, 1996, from 8:30 a.m. until 5:00 p.m. Registration and distribution of meeting materials will begin at 8:00 a.m. on October 9, 1996.

ADDRESSES: The hearing will be held at the U.S. Department of Agriculture, 1400 Independence Avenue, SW, Back of the South Building Cafeteria (between the 2nd and 3rd Wings). Send an original and two copies of comments on equivalence issues to: FSIS Docket Clerk, DOCKET #93-016-5N, U.S. Department of Agriculture, Food Safety and Inspection Service, Room 3806, 1400 Independence Avenue, S.W., Washington, DC 20250-3700.

FOR FURTHER INFORMATION CONTACT: To register for the hearing and obtain advance copies of reference material, call (703) 812-6299 for international calls; (800) 485-4429 for domestic calls; FAX (202) 501-7642, or E-mail usdafsis/s=confer@mhs.attmail.com. If you require a sign language interpreter or other special accommodations, contact Ms. Shelia Johnson at (202) 501-7138 by October 1, 1996.

SUPPLEMENTARY INFORMATION: On December 8, 1994, the President of the United States signed into law the Uruguay Round Agreements Act, PL 103-465 (108 Stat 4966). Among other things, this Act modified U.S. laws to ensure consistency with the new agreements. For example, the Federal Meat Inspection Act and the Poultry Products Inspection Act were modified so that foreign countries wishing to export meat and poultry products to the United States must have inspection system controls "equivalent to" those of the United States. To be consistent with the new language in the Acts, FSIS published a direct final rule on July 28, 1995, amending its regulations pertaining to foreign countries inspection systems by replacing the phrase "at least equal to" with the words "equivalent to" (60 FR 38667).

FSIS has been examining the application of "equivalence" as it relates to meat and poultry trade between countries. To gather information from the public relating to issues of equivalence, FSIS will hold a hearing, "Public Hearing on Criteria for Equivalence of Foreign Inspection Systems," on October 9 and 10. The hearing will focus on such issues as: the definition of "equivalence," risk assessment, features of systems used to determine equivalence, sanitary measures, Hazard Analysis and Critical Control Point (HACCP) systems, microbiological standards, and

inspection activities carried out by parties other than Government officials. For hearing participants wishing to receive advanced copies of reference material to be made available at the hearing, see **FOR FURTHER INFORMATION CONTACT**.

At the hearing, there will be an opportunity for participants to discuss the equivalence issues addressed in the reference material. Also, written comments may be submitted to the FSIS Docket Room (See **ADDRESSES**).

Done at Washington, DC, on September 20, 1996.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 96-24721 Filed 9-23-96; 2:18 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 96-AWP-17]

Amendment of Class E Airspace; Prescott, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace area at Prescott, AZ. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runways (RWYs) 12/21L has made this action necessary. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations at Ernest A. Love Field, Prescott, AZ.

EFFECTIVE DATE: 0901 UTC December 5, 1996.

FOR FURTHER INFORMATION CONTACT: William Buck, Airspace Specialist, Operations Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:
History

On July 29, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by amending the Class E airspace area at Prescott, AZ (61 FR 39369). This action will provide adequate controlled airspace to accommodate a GPS SIAP to RWYs 12/21L at Ernest A. Love Field, Prescott, AZ.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Prescott, AZ. The development of a GPS SIAP to RWYs 12/21L has made this action necessary. The effect of this action will provide adequate airspace for aircraft executing the GPS RWYs 12/21L SIAP at Ernest A. Love Field, Prescott, AZ.

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. Therefore, this regulation—(1) is not a "significant regulation action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 10034; February 26, 1979); (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)

Adoption of the Amendment

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

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations and Reporting Points, dated September 4, 1996, and effective

September 16, 1996, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP AZ E5 Prescott, AZ [Revised]

Ernest A. Love Field, AZ

(Lat. 34°39'06" N, long. 112°25'18" W)

Drake VORTAC

(Lat. 34°42'09" N, long. 112°28'49" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Ernest A. Love Field and within 2.6 miles each side of Drake VORTAC 318° radial extending from the 6-mile radius to 7.5 miles northwest of the Drake VORTAC and within 4.3 miles northwest and 3 miles southeast of the Runway 21 localizer extending from the 6-mile radius to 8.7 miles northeast of Ernest A. Love Field. That airspace extending upward from 1,200 feet above the surface within a 18.2-mile radius of the Drake VORTAC, extending clockwise from a line 4.3 miles south of and parallel to the Drake VORTAC 252° radial to a line 4 miles northwest of and parallel to Drake VORTAC 318° radial and within a 24-mile radius of the Drake VORTAC, extending clockwise from a line 4 miles northeast of and parallel to the Drake VORTAC 318° radial to a line 4 miles west of and parallel to the Drake VORTAC 003° radial and with a 18.2-mile radius of Drake VORTAC, extending clockwise from a line 4 miles west of and parallel to the Drake VORTAC 003° radial to a line 4.3 miles west of and parallel to the Drake VORTAC 159° radial and within a 12.2-mile radius of Drake VORTAC, extending clockwise from a line 4.3 miles west of and parallel to the Drake VORTAC 159° radial to a line 4.3 miles south of and parallel to the Drake VORTAC 252° radial.

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Issued in Los Angeles, California, on September 12, 1996.

Leonard A. Mobley,

*Acting Manager, Air Traffic Division,
Western-Pacific Region.*

[FR Doc. 96-24642 Filed 9-25-96; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28692; Amdt. No. 1753]

RIN 2120-AA65

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are

needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference—approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

*For Purchase—*Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

*By Subscription—*Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description of each SIAP is contained in official FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). The applicable FAA forms are identified as FAA Forms 8260-3, 8260-

4, and 8260-5. Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 is effective upon publication of each separate SIAP as contained in the transmittal. Some SIAP amendments may have been previously issued by the FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for some SIAP amendments may require making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these SIAPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

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