

(iii) Perform an eddy current inspection to detect cracks of the bead seat area.

(2) If any cracking is found during the inspections required by this paragraph, prior to further flight, repair or replace the wheel halves with serviceable wheel halves in accordance with procedures specified in the Component Maintenance Manual.

(b) For airplanes equipped with a Bendix main wheel assembly having P/N 2601571-1 with an inboard wheel half with S/N B-5898 or lower, or S/N H-1721 or lower; or with an outboard wheel half with S/N B-5898 or lower, or S/N H-0863 or lower; accomplish the following: Within 2 years after the effective date of this AD, accomplish the actions specified in paragraphs (b)(1) and (b)(2) of this AD, in accordance with Bendix Service Information Letter (SIL) 392, Revision 1, dated November 15, 1979. Accomplishment of the replacement constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD.

(1) Remove any inboard wheel half specified in paragraph (b) of this AD, and replace it with an inboard wheel half having P/N 2607046, S/N 5899 or greater, or S/N H-1722 or greater. And

(2) Remove any outboard wheel half specified in paragraph (b) of this AD, and replace it with an outboard wheel half having P/N 2607047, S/N B-5899 or greater, or S/N H-0864 or greater.

(c) 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, Seattle 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, Seattle ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) 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.

(e) Certain actions shall be done in accordance with Bendix Service Information Letter (SIL) 392, Revision 1, dated November 15, 1979. Certain other actions shall be done in accordance with Allied Signal Service Bulletin No. 737-32-026, dated April 26, 1988. 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 Allied Signal Aerospace Company, Aircraft Landing Systems, 3520 Westmoor Street, South Bend, Indiana 46628-1373. 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.

(f) This amendment becomes effective on September 16, 1997.

Issued in Renton, Washington, on August 4, 1997.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-20952 Filed 8-11-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASW-11]

RIN 2120-AA66

Revision of the Legal Description of the Dallas/Fort Worth Class B Airspace Area, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the legal description of the Dallas/Fort Worth (DFW) Class B airspace area by changing its point of origin from the DFW Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to the VORTAC's present geographical coordinates. The FAA is taking this action due to the planned relocation of the DFW VORTAC $\frac{3}{4}$ nautical miles (NM) west of its present location. The intent of this action is to facilitate the relocation of the DFW VORTAC without changing the actual dimensions, configuration, or operating requirements of the DFW Class B airspace area.

EFFECTIVE DATE: 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT: Steve Brown, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Background

On September 11, 1996, the FAA published in the **Federal Register** a final rule to modify the DFW Class B airspace area (61 FR 47815). Specifically, the rule raised the upper limit of the DFW Class B airspace area from 10,000 feet mean sea level (MSL) to 11,000 feet MSL in some areas, reconfigured the northern and southern sections, and redefined several existing subareas.

The coordinates for this airspace docket are based on North American Datum 83. Class B airspace areas are published in paragraph 3000 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 B airspace area listed in this document will be published subsequently in the Order.

The Rule

Due to construction on DFW airport property occurring in close proximity to the DFW VORTAC, the FAA will relocate the VORTAC approximately $\frac{3}{4}$ NM to the west, effective October 10, 1997. Since the current legal description of the DFW Class B airspace area, as published in the September 11, 1996, final rule, is based on radials and distances from the DFW VORTAC, the relocation will necessitate a change to the legal description of the Class B airspace area. Accordingly, this action changes the point of reference from the DFW VORTAC to the VORTAC's present geographical coordinates. This action will allow for the future relocation of the DFW VORTAC without altering the vertical or lateral limits of the existing DFW Class B airspace area.

Since this action merely involves a change in the legal description of the DFW Class B airspace area, and does not involve a change in the dimensions or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, 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 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 3000—Subpart B-Class B Airspace

* * * * *

ASW TX B Dallas/Fort Worth, TX [Revised]

Dallas/Fort Worth International Airport

(Primary Airport)

(Lat. 32°53'49"N., long. 97°02'33"W.)

Point of Origin

(Lat. 32°51'57"N., long. 97°01'41"W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 11,000 feet MSL beginning at the intersection of the 10–NM arc from the Point of Origin and Josey Lane, thence southbound on Josey Lane to Forest Lane, thence eastbound on Forest Lane until I–635 (that also coincides with the 15–NM arc from the Point of Origin), extending clockwise on the 15–NM arc from the Point of Origin until the 129° bearing from the Point of Origin, thence northwest on the 129° bearing from the Point of Origin until I–30, extending west on I–30 until the 7–NM arc from the Point of Origin (located southwest of the Primary Airport), thence clockwise on the 7–NM arc from the Point of Origin until the 310° bearing from the Point of Origin, extending northwest on the 310° bearing from the Point of Origin until the 10–NM arc from the Point of Origin, and extending clockwise on the 10–NM arc from the Point of Origin to the point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 11,000 feet MSL beginning at the 310° bearing, 10 NM position from the Point of Origin, thence southeast on the 310° bearing from the Point of Origin until the 7–NM arc from the Point of Origin, extending counterclockwise on the 7–NM arc from the Point of Origin until I–30, thence eastbound on I–30 to the 129° bearing from the Point of Origin, thence southeast on the 129° bearing from the Point of Origin until the 10–NM arc from the Point of Origin, extending clockwise on the 10–NM arc from the Point of Origin until SH–303, thence west on SH–303 until the 10–NM arc from the Point of Origin, and extending clockwise on the 10–NM arc from the Point of Origin until the 300° bearing from the Point of Origin, thence northwest on the 300° bearing from the Point of Origin until the 13–NM arc from the Point of Origin, extending clockwise on the 13–NM arc from the Point of Origin until the 023° bearing from the Point of Origin, thence southwest on the 023° bearing until the 10–NM arc from the Point of Origin, extending counterclockwise on the 10–NM arc from the Point of Origin to the point of beginning; and that airspace extending upward from 2,000 feet MSL to and including 11,000 feet MSL beginning at

the intersection of the 10–NM arc from the Point of Origin and Josey Lane, thence southbound on Josey Lane to Forest Lane, thence eastbound on Forest Lane to I–635, thence westbound on I–635 to the 10–NM arc from the Point of Origin, and extending counterclockwise on the 10–NM arc from the Point of Origin to the point of beginning.

Area C. That airspace extending upward from 2,500 feet MSL to and including 11,000 feet MSL beginning at the intersection of the 15–NM arc from the Point of Origin and I–635, extending clockwise on the 15–NM arc from the Point of Origin until the 129° bearing from the Point of Origin, thence southeast on the 129° bearing from the Point of Origin until the 20–NM arc from the Point of Origin, extending counterclockwise on the 20–NM arc from the Point of Origin until I–635, and extending northwest along I–635 to the point of beginning.

Area D. That airspace extending upward from 3,000 feet MSL to and including 11,000 feet MSL beginning at the 300° bearing, 10 NM position from the Point of Origin, extending counterclockwise on the 10–NM arc from the Point of Origin to SH–303, thence eastbound on SH–303 until the 10–NM arc from the Point of Origin, extending counterclockwise on the 10–NM arc from the Point of Origin to the 129° bearing from the Point of Origin, thence southeast along the 129° bearing from the Point of Origin until the 20–NM arc from the Point of Origin, extending clockwise on the 20–NM arc from the Point of Origin until the 217° bearing from the Point of Origin, thence northeast on the 217° bearing from the Point of Origin until the 13–NM arc from the Point of Origin, extending clockwise along the 13–NM arc from the Point of Origin to the 300° bearing from the Point of Origin, and thence southeast on the 300° bearing from the Point of Origin to the point of beginning; and that airspace extending upward from 3,000 feet MSL to and including 11,000 feet MSL beginning at the 300° bearing, 13 NM position from the Point of Origin, thence northwest on the 300° bearing from the Point of Origin until the 20–NM arc from the Point of Origin, extending clockwise on the 20–NM arc from the Point of Origin until I–635, extending northwest along I–635 until the 10–NM arc from the Point of Origin, extending counterclockwise on the 10–NM arc from the Point of Origin until the 023° bearing from the Point of Origin, thence northeast on the 023° bearing from the Point of Origin until the 13–NM arc from the Point of Origin, and extending counterclockwise on the 13–NM arc from the Point of Origin to the point of beginning.

Area E. That airspace extending upward from 4,000 feet MSL to and including 11,000 feet MSL beginning at the 217° bearing, 20 NM position from the Point of Origin, extending counterclockwise on the 20–NM arc from the Point of Origin until the 300° bearing from the Point of Origin, thence southeast on the 300° bearing from the Point of Origin to the 13–NM arc from the Point of Origin, extending counterclockwise on the 13–NM arc from the Point of Origin until the 217° bearing from the Point of Origin, thence southwest on the 217° bearing from the Point of Origin until the 20–NM arc from the Point

of Origin, extending clockwise on the 20–NM arc from the Point of Origin until I–820, thence west and north on I–820 until the 23–NM arc from the Point of Origin, extending clockwise on the 23–NM arc from the Point of Origin until SH–156, thence northeast on SH–156 to the 329° bearing from the Point of Origin, thence northwest on the 329° bearing from the Point of Origin until intercepting a line defined by the 041° bearing, 30 NM position from the Point of Origin and the 315° bearing, 30 NM position from the Point of Origin, thence east along this line until the 30–NM arc from the Point of Origin, extending clockwise on the 30–NM arc from the Point of Origin until the 138° bearing from the Point of Origin, thence west until the 217° bearing, 28.3 NM position from the Point of Origin, and thence northeast on the 217° bearing from the Point of Origin until the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the 138° bearing, 30 NM position from the Point of Origin, extending clockwise on the 30–NM arc from the Point of Origin until the 149° bearing from the Point of Origin, thence west to the 210° bearing, 30 NM position from the Point of Origin, extending clockwise on the 30–NM arc from the Point of Origin until the 217° bearing from the Point of Origin, thence northeast on the 217° bearing from the Point of Origin to the 28.3 NM position from the Point of Origin, and then east on a line to the point of beginning; and that airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the 315° bearing, 30 NM position from the Point of Origin, extending clockwise on the 30–NM arc from the Point of Origin until the 336° bearing, 30 NM position from the Point of Origin, thence east until the 020° bearing, 30 NM position from the Point of Origin, extending clockwise on the 30–NM arc from the Point of Origin until the 041° bearing, 30 NM position from the Point of Origin, and thence west on a line until the point of beginning.

Area G. That airspace extending upward from 5,000 feet MSL up to and including 11,000 feet MSL beginning at the 315° bearing, 30 NM position from the Point of Origin, extending counterclockwise on the 30–NM arc from the Point of Origin until the 293° bearing from the Point of Origin, thence southeast on the 293° bearing from the Point of Origin until the 26–NM arc from the Point of Origin, extending counterclockwise on the 26–NM arc from the Point of Origin until SH–377, thence southwest on SH–377 until the 30–NM arc from the Point of Origin, extending counterclockwise to the 217° bearing from the Point of Origin, thence northeast on the 217° bearing from the Point of Origin until the 20–NM arc from the Point of Origin, extending clockwise on the 20–NM arc until I–820, thence west and north on I–820 until the 23–NM arc from the Point of Origin, thence clockwise on the 23–NM arc from the Point of Origin until SH–156, extending northeast on SH–156 to the 329° bearing from the Point of Origin, thence northwest on the 329° bearing from the Point of Origin until intercepting a line defined by the 041° bearing, 30 NM position from the

Point of Origin and the 315° bearing, 30 NM position from the Point of Origin, thence west along that line until the point of beginning.

Area H. That airspace extending upward from 6,000 feet MSL to and including 11,000 feet MSL beginning at the 293° bearing, 30 NM position from the Point of Origin, thence southeast on the 293° bearing from the Point of Origin until the 26-NM arc from the Point of Origin, extending counterclockwise on the 26-NM arc from the Point of Origin until SH-377, thence southwest on SH-377 until the 30-NM arc from the Point of Origin, and extending clockwise on the 30-NM arc from the Point of Origin until the point of beginning.

* * * * *

Issued in Washington, DC, on August 7, 1997.

John S. Walker,

Program Director for Air Traffic,

Airspace Management.

[FR Doc. 97-21410 Filed 8-11-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 101 and 730

[Docket No. 96N-0174]

RIN 0910-AA69

Food and Cosmetic Labeling; Revocation of Certain Regulations

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is revoking certain regulations that are obsolete. These regulations have been identified for revocation as the result of a page-by-page review of the agency's regulations. This review is in response to the Administration's "Reinventing Government" initiative which seeks to streamline Government to ease the burden on regulated industry and consumers.

DATES: This final rule will become effective September 11, 1997.

ADDRESSES: Submit written comments to the Dockets Management Branch (HFA-305), Food and Drug Administration, 12420 Parklawn Dr., rm. 1-23, Rockville, MD 20857.

FOR FURTHER INFORMATION CONTACT: Felicia B. Satchell, Center for Food Safety and Applied Nutrition (HFS-158), Food and Drug Administration, 200 C St. SW., Washington, DC 20204, 202-205-5099.

SUPPLEMENTARY INFORMATION:

I. Background

On March 4, 1995, President Clinton announced plans for the reform of the Federal regulatory system as part of the Administration's "Reinventing Government" initiative. In his March 4 directive, the President ordered all Federal agencies to conduct a page-by-page review of all of their regulations to "eliminate or revise those that are outdated or otherwise in need of reform."

In response to this directive, FDA has revoked a number of regulations through notice and comment rulemaking (e.g., 61 FR 58991, November 20, 1996; 61 FR 27771, June 3, 1996) and issued proposals to revoke additional regulations (e.g., 60 FR 53480, October 13, 1995; 60 FR 56513 and 56541, November 9, 1995; and 61 FR 29708, June 12, 1996). FDA has also issued two advance notices of proposed rulemaking to review standards of identity and other existing regulations to determine whether these regulations should also be considered for revocation or revision (e.g., 60 FR 67492, December 29, 1995; and 61 FR 29701, June 12, 1996). This document responds to comments submitted to its proposal entitled "Food and Cosmetic Labeling; Revocation of Certain Regulations; Opportunity for Public Comment," which published in the **Federal Register** of June 12, 1996 (61 FR 29708) (hereinafter referred to as the June 12 revocation proposal).

FDA received 11 letters in response to the June 12 revocation proposal. Each letter contained one or more comments. The letters were from industry trade associations, academia, and consumer organizations. Some comments supported various provisions of the proposal. Other comments objected to the revocation of certain regulations. A summary of the comments and the agency's responses to the comments follow.

II. Food Labeling Regulations

A. Information Panel of Package Form Food (§ 101.2)

This regulation, in paragraph (a), defines the term "information panel" as it applies to packaged food, and in paragraph (b) provides that all information required to appear on the label of any package of food under certain referenced regulations shall appear either on the principal display panel or on the information panel, unless otherwise specified in the regulations. The referenced regulations are in part 101 (21 CFR part 101) and part 105 (21 CFR part 105) and are as follows: § 101.4 *Food; designation of*

ingredients, § 101.5 *Food; name and place of business of manufacturer, packer, or distributor*, § 101.8 *Labeling of food with number of servings*, § 101.9 *Nutrition labeling of food*, § 101.12 *Reference amounts customarily consumed per eating occasion*, § 101.13 *Nutrient content claims general principles*, § 101.17 *Food labeling warning and notice statements*, subpart D of part 101, *Specific Requirements for Nutrient Content Claims*, and Part 105—*Foods for Special Dietary Use*. Section 101.2(c) requires that information required by the referenced regulations be in letters or numbers of at least one-sixteenth inch in height, unless otherwise exempted by regulation. However, § 101.2(c) also contains exemptions to this type-size requirement. FDA tentatively concluded in the June 12 revocation proposal that several of the exemptions are now obsolete and should be revoked.

1. Exemptions for Small Packages

Specifically, FDA proposed to revoke § 101.2(c)(1), (c)(2), and (c)(3). The exemptions set out in these paragraphs are for small packages (defined according to the surface area available to bear labeling) and were established before the enactment of the Nutrition Labeling and Education Act of 1990 (the 1990 amendments) (Pub. L. 101-535). As fully discussed in the June 12 revocation proposal, these exemptions were designed to encourage firms to voluntarily provide nutrition information in accordance with § 101.9 and a full list of ingredients in part 101, which was voluntary on some standardized foods before the enactment of the 1990 amendments. However, as a result of the 1990 amendments, nutrition labeling and full ingredient labeling is now required on most foods, and the agency has made specific provision for flexibility in the presentation of this information where space is limited.

For these reasons, the agency tentatively concluded in the June 12 revocation proposal that the exemptions in § 101.2(c)(1), (c)(2), and (c)(3) were now obsolete and should be revoked. Also in that document, FDA solicited comments on the need to retain any of these exemptions and stated that comments supporting retention of any of these exemptions should include information on specific products for which other type size exemptions are inadequate.

1. Two comments addressed the proposed revocation of § 101.2(c)(1), (c)(2), and (c)(3). One of these comments supported revocation of the exemptions.