

3. A new § 94.21 is added to read as follows:

§ 94.21 Restrictions on importation of beef from Argentina.

Notwithstanding any other provisions of this part, fresh, chilled or frozen beef from Argentina may be exported to the United States under the following conditions:

(a) The meat is beef that originated in Argentina;

(b) The meat came from bovines that were moved directly from the premises of origin to the slaughterhouse without any contact with other animals;

(c) The meat has not been in contact with meat from countries other than those listed in § 94.1(a)(2);

(d) The meat came from bovines that originated from premises where foot-and-mouth disease and rinderpest have not been present during the lifetime of any bovines slaughtered for export of meat;

(e) Foot-and-mouth disease has not been diagnosed in Argentina within the previous 12 months;

(f) The meat came from bovines that originated from premises on which ruminants or swine have not been vaccinated with modified or attenuated live viruses for foot-and-mouth disease at any time during the lifetime of the bovines slaughtered for export of meat;

(g) The meat came from bovines that have not been vaccinated for rinderpest at any time during the lifetime of any of the bovines slaughtered for export of meat;

(h) The meat came from bovine carcasses that have been allowed to mature at 40 to 50 °F (4 to 10 °C) for a minimum of 36 hours after slaughter and have reached a pH of 5.8 or less in the loin muscle at the end of the maturation period. Any carcass in which the pH does not reach 5.8 or less may be allowed to mature an additional 24 hours and be retested, and, if the carcass still does not reach a pH of 5.8 or less after 60 hours, the meat from the carcass may not be exported to the United States;

(i) All bone, blood clots, and lymphoid tissue have been removed from the meat; and

(j) An authorized official of Argentina certifies on the foreign meat inspection certificate that the above conditions have been met.

Done in Washington, DC, this 23rd day of June 1997.

Terry L. Medley,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 97-16748 Filed 6-25-97; 8:45 am]

BILLING CODE 3410-34-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-AWP-15]

Revision of Class D and Class E Airspace; Los Angeles, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the legal description for the Class D and Class E airspace areas at Los Angeles, CA. This action is a modification of the surface areas for the Los Angeles Hawthorne Municipal Airport, CA. A review of airspace classification and air traffic procedures has made this action necessary. The intended effect of this action is to reduce the complexity of the air traffic procedures and reduce the number of facilities controlling traffic within this area.

EFFECTIVE DATE: 0901 UTC July 17, 1997.

FOR FURTHER INFORMATION CONTACT: Larry Tonish, Airspace Branch, AWP-520.7, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California, 90261, telephone (310) 725-6555.

SUPPLEMENTARY INFORMATION:

History

On April 14, 1997, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by revising the Class D and Class E airspace areas at Los Angeles, CA (62 FR 18066). This action modifies the surface areas for the Los Angeles Hawthorne Municipal Airport, CA. A review of airspace classification and air traffic procedures has made this action necessary. The intended effect of this action is to reduce the complexity of the air traffic procedures and reduce the number of facilities controlling traffic within this area.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposals to the FAA. No comments to the proposal were received. Class D airspace areas extending upward from the surface are published in Paragraph 5000, and Class E airspace designations for airspace areas designated as an extension to a Class D or Class E surface area are published in Paragraph 6004 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 D and Class E airspace designation listed in this document would be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) revises the surface areas for the Los Angeles Hawthorne Municipal Airport, CA. A review of airspace classification and air traffic procedures has made this action necessary. The intended effect of this action is to reduce the complexity of the air traffic procedures and reduce the number of facilities controlling traffic within this area.

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 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 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 5000 Class D airspace.

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AWP CA D Los Angeles, CA [Revised]

Jack Northrop Field/Hawthorne Municipal Airport, CA
(Lat. 33°55'22" N, long. 118°20'07" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 2.6-mile radius of the Jack Northrop Field/Hawthorne Municipal Airport and that airspace within the area bounded by lat. 33°53'19" N., long. 118°22'03" W.; to lat. 33°53'19" N., long. 118°23'23" W.; to lat. 33°55'59" N., long. 118°25'55" W.; to lat. 33°56'07" N., long. 118°23'06" W.; thence counterclockwise along the 2.6-mile radius of the Jack Northrop Field/Hawthorne Municipal Airport to lat. 33°53'19" N., long. 118°22'03" W.; and that airspace within the area bounded by lat. 33°57'16" N., long. 118°17'58" W.; to lat. 33°57'22" N., long. 118°15'33" W.; to lat. 33°53'46" N., long. 118°15'36" W.; to lat. 33°53'16" N., long. 118°15'40" W.; to lat. 33°53'28" N., long. 118°17'58" W.; thence counterclockwise along the 2.6-mile radius of the Jack Northrop Field/Hawthorne Municipal Airport to lat. 33°57'16" N., long. 118°17'58" W. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D or Class E surface area.

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AWP CA E4 Los Angeles, CA [Revised]

Jack Northrop Field/Hawthorne Municipal Airport, CA
(Lat. 33°55'22" N., long. 118°20'07" W)

That airspace extending upward from the surface beginning at lat. 33°57'22" N., long. 118°15'33" W.; to lat. 33°53'46" N., long. 118°15'36" W.; to lat. 33°53'54" N., long. 118°12'26" W.; to lat. 33°57'30" N., long. 118°12'40" W.; thence to the point of beginning. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Issued in Los Angeles, California, on June 10, 1997.

Rosie L. Marino,

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

[FR Doc. 97-16463 Filed 6-25-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Airspace Docket No. 97-AEA-24]

**Amendment to Class E Airspace;
Lewisburg, WV**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment modifies the Class E airspace at Lewisburg, WV, to accommodate a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 4 and RWY 22, and a VHF Omnidirectional Radio Range (VOR) SIAP to RWY 22 at Greenbrier Valley Airport. The intended effect of this action is to provide adequate controlled airspace for instrument flight rules (IFR) operations at the airport.

EFFECTIVE DATE: 0901 UTC, September 11, 1997.

FOR FURTHER INFORMATION CONTACT:

Mr. Frances Jordan, Airspace Specialist, Operations Branch, AEA-530, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430, telephone: (718) 553-4521.

SUPPLEMENTARY INFORMATION:**History**

On May 23, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR part 71) by modifying Class E airspace at Lewisburg, WV (62 FR 28389). This action would provide adequate Class E airspace for IFR operations at Greenbrier Valley Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received.

Class E airspace areas 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 designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) modifies Class E airspace area at Lewisburg, WV, to accommodate a GPS RWY 4 SIAP, a GPS RWY 22 SIAP,

a VOR SIAP RWY 22 and for IFR operations at Greenbrier Valley Airport.

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 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 will not have 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; EO 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 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.

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AEA WV E5 Lewisburg, WV [Revised]

Greenbrier Valley Airport, WV
(Lat. 37°51'30" N., long. 80°23'58" W.)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of Greenbrier Valley Airport and within 4.4 miles each side of the 215° bearing from the Greenbrier Valley Airport extending from the 9-mile radius to 17 miles southwest of the airport and within 4.4 miles each side of the 020° bearing from the Greenbrier Valley Airport extending from the 9-mile radius to 12 miles northeast of the airport.

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