

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

Accordingly, the Federal Aviation Administration amends Part 71 of the Federal Aviation Regulations (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 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.

* * * * *

ACE NE E5 Hays, KS. [Revised]

Hays Municipal Airport, KS.

(Lat. 38°50'41.7" N., long. 99°16'26.5" W.)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Hays Municipal Airport and within 2.6 miles each side of the 005 radial of the Hays VORTAC extending from the 6.6-mile radius to 7.9 miles north of the airport and within 2.6 miles each side of the 169 radial of the Hays VORTAC extending from the 6.6-mile radius to 7.9 miles southeast of the airport.

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Issued in Kansas City, MO, on October 11, 1996.

Donovan D. Schardt,

Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 96–27879 Filed 10–29–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Docket No. 96–ACE–15]

Amendment to Class E Airspace, Lee's Summit, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Direct final rule; request for comments.

SUMMARY: This action amends the Class E airspace area at Lee's Summit Municipal Airport, Lee's Summit, MO. The Federal Aviation Administration has developed a Standard Instrument

Approach Procedure (SIAP) based on the Global Positioning System (GPS) which has made this change necessary. The effect of this rule is to provide additional controlled airspace for aircraft executing the new SIAP at Lee's Summit Municipal Airport.

DATES: *Effective date:* March 27, 1997.

Comment date: Comments must be received on or before December 31, 1996.

ADDRESSES: Send comments regarding the rule in triplicate to: Manager, Operations Branch, Air Traffic Division, ACE–530, Federal Aviation Administration, Docket Number 96–ACE–15, 601 East 12th St., Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except federal holidays.

An informal docket may also be examined during normal business hours in the Air Traffic Division at the same address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Operations Branch, ACE–530C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone: (816) 426–3408.

SUPPLEMENTARY INFORMATION: The FAA has developed Standard Instrument Approach Procedures (SIAP) utilizing the Global Positioning System (GPS) at Lee's Summit Municipal Airport, Lee's Summit, MO. The amendment to Class E airspace at Lee's Summit, MO, will provide additional controlled airspace to segregate aircraft operating under Visual Flight Rules (VFR) from aircraft operating under Instrument Flight Rules (IFR) procedures while arriving or departing the airport. The area will be depicted on appropriate aeronautical charts thereby enabling pilots to either circumnavigate the area, continue to operate under VFR to and from the airport, or otherwise comply with IFR procedures. Class E airspace areas extending from 700 feet or more above the surface of the earth 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 Direct Final Rule Procedure

The FAA anticipates that this regulation will not result in adverse or negative comment and, therefore, is issuing it as a direct final rule. Previous

actions of this nature have not been controversial and have not resulted in adverse comments or objections. The amendment will enhance safety for all flight operations by designating an area where VFR pilots may anticipate the presence of IFR aircraft at lower altitudes, especially during inclement weather conditions. A greater degree of safety is achieved by depicting the area on aeronautical charts. Unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the Federal Register indicating that no adverse or negative comments were received, confirming the date on which the final rule will become effective. If the FAA does receive an adverse or negative comment within the comment period, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the Federal Register, and a notice of proposed rulemaking may be published with a new comment period.

Comments Invited

Although this action is in the form of a final rule and was not preceded by a notice of proposed rulemaking, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket Number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended or withdrawn in light of the comments received. Factual information that supports the commentor's ideas and suggestions is extremely helpful in evaluating the effectiveness of this action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this action will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-ACE-15." The postcard will be date stamped and returned to the commenter.

Agency Findings

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For the reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (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.

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§ 71.1 [Amended]

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

* * * * *

ACE NE E5 Lee's Summit, MO. [Revised]

Lee's Summit Municipal Airport, MO.
(Lat. 38°57'35.1" N., long. 94°22'17.7" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lee's Summit Municipal Airport.

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Issued in Kansas City, MO, on October 11, 1996.

Donovan D. Schardt,
Acting Manager, Air Traffic Division, Central Region.

[FR Doc. 96-27878 Filed 10-29-96; 8:45 am]

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DEPARTMENT OF COMMERCE

International Trade Administration

15 CFR Part 303

DEPARTMENT OF THE INTERIOR

Office of Insular Affairs

[Docket No. 960508126-6126-01]

RIN 0625-AA46

Changes in Procedures for the Insular Possessions Watch Program

AGENCIES: Import Administration, International Trade Administration, Department of Commerce; Office of Insular Affairs, Department of the Interior.

ACTION: Final rule.

SUMMARY: This action amends the ITA regulations, which govern duty-exemption allocations and duty-refund entitlements for watch producers in the United States' insular possessions (the Virgin Islands, Guam and American Samoa) and the Northern Mariana Islands. The amendments modify procedures for completion and use of the "Permit to Enter Watches and Watch Movements into the Customs Territory of the United States" (Form ITA-340); make the technical changes required by the passage of the Uruguay Round Agreements Act in 1994; eliminate the mid-year report (Form ITA-321P); change the percentage creditable towards the duty-refund of wages for non-91/5 watch and watch movement repairs and raise one of the percentages in the formula for calculating the duty-refund; revise the total quantity and respective territorial shares of insular watches and watch movements which would be allowed to enter the United States free of duty; remove from the percentage of non-91/5 wages creditable toward the duty-refund reference to watches and watch movements which are ineligible for duty-free treatment due

only to value-limit reasons; raise the maximum value of components for watches; and make other changes necessary to consolidate and simplify the regulations.

EFFECTIVE DATE: October 30, 1996.

FOR FURTHER INFORMATION CONTACT: Faye Robinson, (202) 482-3526.

SUPPLEMENTARY INFORMATION: We published regulatory revisions in proposed form on July 22, 1996 (61 FR 37845) and invited comments. We received no comments.

Sec. 110 of Pub. L. No. 97-446 (96 Stat. 2331) (1983) as amended by Sec. 602 of Pub. L. No. 103-465 (108 Stat. 4991) (1994) additional U.S. Note 5 to chapter 91 of the HTS authorizes duty-exemption allocations and duty-refund entitlements for insular watch program producers. The following changes amend 15 CFR Part 303 of the regulations.

The procedures for completion and use of the "Permit to Enter Watches and Watch Movements into the Customs Territory of the United States" (Form ITA-340) are amended by revising Sec. 303.2(b)(3) and Sec. 303.7(b). The changes will reduce the paperwork associated with the permit, eliminate the need for Customs to mail a copy of the permit to the Department of Commerce for all Customs entries made electronically through the automated broker interface and allow required permit information to pass between the territorial government office and watch producers via facsimile, thereby eliminating the burden of travel to and from the territorial offices. Further details of the changes were set forth in our July 22, 1996 proposal (61 FR 37845).

Sec. 602 of Public L. 103-465 enacted on December 8, 1994 amended Pub. L. 97-446.

Authority: Sec. 303.1(a), Sec 303.2(a)(1) and Sec. 303.12(c)(2) are amended to reflect the new authority for the duty-refund entitlements for the insular watch program.

The mid-year report (Form ITA-321P) is eliminated by removing Sec. 303.2(b)(4) (Form ITA-321P) and Sec. 303.11 (mid-year reporting requirement). We also amended Sec. 303.6(f) to clarify the procedures for requesting annual supplemental allocations and relinquishing units. A major purpose of the mid-year report was to establish whether companies required more duty-exemption allocation or wished to relinquish duty-exemption that had been allocated. These purposes can be satisfied less formally and without paperwork.

We increased the percentage of wages for the repair of non-91/5 watches and