

Counsel, Room 916, 800 Independence Avenue, SW., Washington, DC, weekdays, except Federal holidays, between 8:30 a.m. and 5:00 p.m.

An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division.

FOR FURTHER INFORMATION CONTACT:

Patricia P. Crawford, 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:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-ASO-22." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM's

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Air Traffic Airspace Management, Attention: Airspace and Rules Division, ATA-400, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-8783.

Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should contact the Federal Aviation Administration, Office of Rulemaking, (202) 267-9677, to request a copy of Advisory Circular No. 11-2A, which describes the application procedure.

The Proposal

The FAA is proposing to amend 14 CFR part 71 by establishing two Federal Airways, V-603 from Pulaski, VA, to Columbia, SC, and V-605 from Holston Mountain, TN, to Spartanburg, SC. Presently, aircraft transitioning through the terminal airspace at Charlotte/Douglas International Airport operating at or below 12,500 feet are being radar vectored west of that airport to provide for a safe and efficient operation. Establishing V-603 and V-605 would provide a published route through the Charlotte terminal airspace, expedite the flow of air traffic, and reduce the workload for pilots and controllers. Domestic Very High Frequency Omnidirectional Range Federal airways are published in paragraph 6010(a) of FAA Order 7400.9C, dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The airways listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed 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).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V-603 [New]

From Pulaski, VA; Barretts Mountain, NC; INT Barretts Mountain 183°T(189°M) and Columbia, SC, 350°T(352°M) radials; to Columbia.

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V-605 [New]

From Holston Mountain, TN; INT Holston Mountain 171°(175°M) and Spartanburg, SC, 358°T(360°M) radials to Spartanburg.

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Issued in Washington, DC, on June 5, 1996.

Harold W. Becker,

Acting Program Director for Air Traffic, Airspace Management.

[FR Doc. 96-15213 Filed 6-14-96; 8:45 am]

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14 CFR Parts 121 and 135

[Docket No. 28586; Notice No. 96-5]

RIN 2120-AE81

Air Traffic Control Radar Beacon System and Mode S Transponder Requirements in the National Airspace System

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); correction.

SUMMARY: This document contains a correction to the NPRM published in the Federal Register on May 23, 1996 (61 FR 26036). The NPRM proposes to rescind the Mode S transponder requirement for all aircraft operations under part 135 and certain aircraft operations under part 121 of Title 14, Code of Federal Regulations.

DATES: Comments must be received on or before July 22, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel V. Meier Jr., (202) 267-3749.

Correction of Publication: In the NPRM document (FR Doc. 96-13030) on

page 26036 in the issue of Thursday, May 23, 1996, make the following correction:

In the **ADDRESSES** section on page 26036, in the first column, last line, the docket number was listed as 28537. This number should be changed to read 28586.

Issued in Washington, DC on June 12, 1996.

Joseph A. Conte,

Acting Assistant Chief Counsel.

[FR Doc. 96-15334 Filed 6-14-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 101 and 122

Customs Service Field Organization; Establishment of Sanford Port of Entry

AGENCY: Customs Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to amend the Customs Regulations pertaining to Customs field organization by establishing a new port of entry at Sanford, Florida. The new port of entry would include Orlando-Sanford Airport, located in the city of Sanford, Seminole County, Florida, which is currently operated as a user-fee airport known as Sanford Regional Airport. This change will assist the Customs Service in its continuing efforts to achieve more efficient use of its personnel, facilities, and resources, and to provide better service to carriers, importers, and the general public.

DATES: Comments must be received on or before July 17, 1996.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, Franklin Court, 1099 14th St., NW, Suite 4000, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Harry Denning, Office of Field Operations, Resource Management Division (202) 927-0196.

SUPPLEMENTARY INFORMATION:

Background

To achieve more efficient use of its personnel, facilities, and resources, and in order to provide better services to carriers, importers, and the public in

Central Florida, Customs proposes to amend § 101.3(b)(1), Customs Regulations (19 CFR 101.3(b)(1)), by establishing a new port of entry at Sanford, Florida. The new port of entry, located in Seminole County, Florida, would include the Orlando-Sanford Airport, which currently operates as Sanford Regional Airport, and is listed in § 122.15(b) of the Customs Regulations as a user-fee airport.

Port of Entry Criteria

No formal application procedures have been adopted for purposes of requesting new or expanded Customs services. The procedure most commonly followed has been for a recognized civic or government organization (such as a chamber of commerce, seaport or airport authority, or city government) to submit a written request to the director of the Customs port nearest where the facility is or would be located, setting forth the reason for the new or expanded service. However, there is no prohibition which prevents Customs from initiating the establishment of a port of entry where Customs has reason to believe or made a determination that the necessity for a new facility is justified. Favorable consideration of requests normally hinges on whether there is a sufficient volume of import business (actual or potential) to justify the expense of maintaining a new office or expanding service at an existing location.

The criteria considered by Customs in determining whether to establish a port of entry are found in T.D. 82-37 (47 FR 10137), as revised by T.D. 86-14 (51 FR 4559) and T.D. 87-65 (52 FR 16328). Under these criteria, which are not absolute, a community requesting a port of entry designation must:

(1) Demonstrate that the benefits to be derived justify the Federal Government expense involved;

(2) Be serviced by at least two major modes of transportation (rail, air, water, or highway); and

(3) Have a minimum population of 300,000 within the immediate service area (approximately a 70-mile radius).

In addition, if the facility applies for designation as a port of entry based solely upon the consumption entries criterion (see below), it must make a commitment to make optimal use of electronic data transfer capabilities to permit integration with Customs Automated Commercial System (ACS), which provides a means for the electronic processing of entries of imported merchandise. Further, the actual or potential Customs workload (minimum number of transactions per year) at the proposed port of entry must

meet one of several alternative minimum requirements:

(1) 15,000 international air passengers; or

(2) 2,500 formal (over \$1,250 in Customs value) or informal (not over \$1,250 in Customs value) consumption entries; or

(3) In the case of land border ports, 150,000 vehicles; or

(4) 2,000 scheduled international aircraft arrivals (passenger and/or cargo); or

(5) 350 cargo vessel arrivals; or

(6) Any appropriate combination of the above.

Lastly, facilities at the proposed port of entry must include cargo and passenger facilities, warehousing space for the secure storage of imported cargo pending final Customs inspection and release, and administrative office space, inspection areas, storage areas and other space necessary for regular Customs operations.

The proposal set forth in this document is based on Customs analysis of a report prepared for the Central Florida Regional Airport Board which manages the airport at Sanford and shows projected workload figures for the airport for the next decade. That report provides that although Sanford Regional Airport only became a user fee airport in 1991, since 1980 it has become the fastest growing airport for international passenger clearance services in Florida. In response to this growth, the Airport Board has elected to make substantial and long term investment in new international arrival facilities to serve this growing Central Florida market. Current flight schedules for the airport beginning in mid-April 1996 through October of this year project some 413 charter airline flights carrying approximately 118,732 international passengers.

With regard to the above criteria, Customs believes that the Federal Government would benefit from the port of entry designation because Orlando-Sanford Airport (currently operating as Sanford Regional Airport) would be available to share the workload presently handled at ports of entry such as Miami International Airport. The report further provides that State Roads 46 and 417 provide highway access to the airport, and that the population of the Seminole county-area was 287,529 in 1990 and forecast to reach 392,500 by the year 2000, which is well above the minimum 300,000 required. Further, the report provides that the Central Florida Region—comprising the surrounding counties of Lake, Volusia, Orange, Brevard, and Osceola—offered a combined additional population of