

IMPORT ASSESSMENT TABLE—  
Continued  
[Raw Cotton Fiber]

HTS No.	Conv. fact.	Cents/kg.
6210109010 ..	0.2291	0.2611
6210403000 ..	0.0391	0.0446
6210405020 ..	0.4556	0.5192
6211111010 ..	0.1273	0.1451
6211111020 ..	0.1273	0.1451
6211118010 ..	1.1455	1.3055
6211118020 ..	1.1455	1.3055
6211320007 ..	0.8461	0.9643
6211320010 ..	1.0413	1.1868
6211320015 ..	1.0413	1.1868
6211320030 ..	0.9763	1.1127
6211320060 ..	0.9763	1.1127
6211320070 ..	0.9763	1.1127
6211330010 ..	0.3254	0.3709
6211330030 ..	0.3905	0.4451
6211330035 ..	0.3905	0.4451
6211330040 ..	0.3905	0.4451
6211420010 ..	1.0413	1.1868
6211420020 ..	1.0413	1.1868
6211420025 ..	1.1715	1.3352
6211420060 ..	1.0413	1.1868
6211420070 ..	1.1715	1.3352
6211430010 ..	0.2603	0.2967
6211430030 ..	0.2603	0.2967
6211430040 ..	0.2603	0.2967
6211430050 ..	0.2603	0.2967
6211430060 ..	0.2603	0.2967
6211430066 ..	0.2603	0.2967
6212105020 ..	0.2412	0.2749
6212109010 ..	0.9646	1.0994
6212109020 ..	0.2412	0.2749
6212200020 ..	0.3014	0.3435
6212900030 ..	0.1929	0.2198
6213201000 ..	1.1809	1.3459
6213202000 ..	1.0628	1.2113
6213901000 ..	0.4724	0.5384
6214900010 ..	0.9043	1.0306
6216000800 ..	0.2351	0.2679
6216001720 ..	0.6752	0.7695
6216003800 ..	1.2058	1.3743
6216004100 ..	1.2058	1.3743
6217109510 ..	1.0182	1.1604
6217109530 ..	0.2546	0.2902
6301300010 ..	0.8766	0.9991
6301300020 ..	0.8766	0.9991
6302100005 ..	1.1689	1.3322
6302100008 ..	1.1689	1.3322
6302100015 ..	1.1689	1.3322
6302215010 ..	0.8182	0.9325
6302215020 ..	0.8182	0.9325
6302217010 ..	1.1689	1.3322
6302217020 ..	1.1689	1.3322
6302217050 ..	1.1689	1.3322
6302219010 ..	0.8182	0.9325
6302219020 ..	0.8182	0.9325
6302219050 ..	0.8182	0.9325
6302222010 ..	0.4091	0.4663
6302222020 ..	0.4091	0.4663
6302313010 ..	0.8182	0.9325
6302313050 ..	1.1689	1.3322
6302315050 ..	0.8182	0.9325
6302317010 ..	1.1689	1.3322
6302317020 ..	1.1689	1.3322
6302317040 ..	1.1689	1.3322
6302317050 ..	1.1689	1.3322
6302319010 ..	0.8182	0.9325
6302319040 ..	0.8182	0.9325
6302319050 ..	0.8182	0.9325
6302322020 ..	0.4091	0.4663

IMPORT ASSESSMENT TABLE—  
Continued  
[Raw Cotton Fiber]

HTS No.	Conv. fact.	Cents/kg.
6302322040 ..	0.4091	0.4663
6302402010 ..	0.9935	1.1323
6302511000 ..	0.5844	0.666
6302512000 ..	0.8766	0.9991
6302513000 ..	0.5844	0.666
6302514000 ..	0.8182	0.9325
6302600010 ..	1.1689	1.3322
6302600020 ..	1.052	1.199
6302600030 ..	1.052	1.199
6302910005 ..	1.052	1.199
6302910015 ..	1.1689	1.3322
6302910025 ..	1.052	1.199
6302910035 ..	1.052	1.199
6302910045 ..	1.052	1.199
6302910050 ..	1.052	1.199
6302910060 ..	1.052	1.199
6303110000 ..	0.9448	1.0768
6303910000 ..	0.6429	0.7327
6304111000 ..	1.0629	1.2114
6304190500 ..	1.052	1.199
6304191000 ..	1.1689	1.3322
6304191500 ..	0.4091	0.4663
6304192000 ..	0.4091	0.4663
6304910020 ..	0.9351	1.0657
6304920000 ..	0.9351	1.0657
6505901540 ..	1.181	1.346
6505902060 ..	0.9935	1.1323
6505902545 ..	0.5844	0.666

\* \* \* \* \*

Dated: May 27, 1999.

**Enrique E. Figueroa,**

*Administrator, Agricultural Marketing Service.*

[FR Doc. 99-14309 Filed 6-4-99; 8:45 am]

BILLING CODE 3410-02-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-AWP-3]

#### Modification of Class E Airspace; Santa Rosa, CA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class E airspace area at Santa Rosa, CA. The establishment of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 14 and GPS RWY 32 at Sonoma County Airport has made this action necessary. Additional controlled airspace extending upward from 700 feet or more above the surface of the earth is needed to contain aircraft executing the GPS RWY 14 and GPS RWY 32 SIAP to Sonoma County

Airport. The intended effect of this action is to provide adequate controlled airspace for Instrument Flight Rules (IFR) operations Sonoma County Airport, Santa Rosa, CA.

**EFFECTIVE DATE:** 0901 UTC July 15, 1999.

#### FOR FURTHER INFORMATION CONTACT:

Larry Tonish, Airspace Specialist, Airspace Branch, AWP-520, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6539.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 5, 1999, the FAA proposed to amend 14 CFR part 71 by modifying the Class E airspace area at Santa Rosa, CA (64 FR 16369). Controlled airspace extending upward from 700 feet above the surface is needed to contain aircraft executing the GPS RWY 14 and GPS RWY 32 SIAP at Sonoma County Airport. This action will provide adequate controlled airspace for IFR operations at Sonoma County Airport, Santa Rosa, CA.

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 for airspace extending from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9F dated September 10, 1998, and effective September 16, 1998, 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 14 CFR part 71 modifies the Class E airspace area at Santa Rosa, CA. Controlled airspace extending upward from 700 feet above the surface is required for aircraft executing the GPS RWY 14 and GPS RWY 32 SIAP at Sonoma County Airport. The effect of this action will provide adequate airspace for aircraft executing the GPS RWY 14 and GPS RWY 32 SIAP at Sonoma County Airport, Santa Rosa, CA.

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—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D, AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

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 7400.9F, Airspace Designations and Reporting Points, dated September 10, 1998, and effective September 16, 1998, is amended as follows:

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

\* \* \* \* \*

##### AWP CA E5 Santa Rosa, CA [Revised]

That airspace extending upward from 700 feet above the surface beginning at lat. 38°56'00"N, long. 123°02'04"W; to lat. 39°15'00"N, long. 123°02'04"W; to lat. 39°15'00"N, long. 122°49'04"W; to lat. 38°47'30"N, long. 122°49'04"W; to lat. 38°23'00"N, long. 122°38'04"W; to lat. 38°18'00"N, long. 122°48'04"W; to lat. 38°56'00"N, long. 123°16'30"W., thence to the point of beginning.

\* \* \* \* \*

Issued in Los Angeles, California, on May 20, 1999.

**John Clancy,**

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

[FR Doc. 99–14215 Filed 6–4–99; 8:45 am]

BILLING CODE 4910–13–M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 165

[CGD01–99–055]

RIN 2115–AA97

#### Safety Zone: Hospitalized Veterans Cruise, Boston Harbor, Boston, MA

**AGENCY:** Coast Guard, DOT.

**ACTION:** Temporary final rule.

**SUMMARY:** The U.S. Coast Guard will establish a moving safety zone around vessels participating in the Hospitalized Veterans Cruise and in the main navigation channel for the event. As the vessels approach Boston Inner Harbor, a one hundred (100) yard safety zone will surround each flotilla as the vessels involved transit into Boston Harbor, turn around in the vicinity of the mooring of the USS Constitution, and then depart the harbor. The safety zone is needed to ensure the safety of the maritime public during this marine event. No vessel may enter this safety zone without the permission of the COTP.

**EFFECTIVE DATE:** This rule is effective from 11:00 a.m. until 1:30 p.m. local time on June 27, 1999.

**ADDRESSES:** Documents as indicated in this preamble are available for inspection or copying at Coast Guard Marine Safety Office Boston, 455 Commercial Street, Boston, Massachusetts 02109, between 8:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays. The telephone number is (617) 223–3000.

**FOR FURTHER INFORMATION CONTACT:** ENS Montleon, Waterways Management and Planning Division, Coast Guard Marine Safety Office Boston, (617) 223–3000.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory History

Pursuant to 5 U.S.C. 553, a notice of proposed rulemaking (NPRM) was not published for this regulation and regulation and good cause exists for making it effective in less than 30 days after Federal Register publication. Details for the marine event were not provided to the Coast Guard until April 13, 1999 making it impossible to publish a NPRM or a final rule 30 days in advance. Publishing a NPRM and delaying its effective date would be contrary to the public interest since immediate action is needed to prevent injury and damage to persons and vessels involved.

#### Background and Purpose

On April 13, 1999 the sponsors of the event, Old Colony Yacht Club, requested that the Coast Guard create a safety zone to protect the vessels participating in the Hospitalized Veterans Cruise in Boston Harbor. This safety zone is necessary in order to protect the boating public and participating vessels from the danger of collision. The safety zone extends one hundred (100) yards in all directions around the participating vessels and assisting tugs from the time event participants enter Boston Harbor, until all participating vessels have safely departed Boston Harbor.

#### Regulatory Evaluation

This rule is not a significant action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. Deep draft vessel traffic, fishing vessels and tour boats may experience minor delays in departures or arrivals due to the safety zone. Costs to the shipping industry from these regulations, if any, will be minor and have no significant adverse financial effect on vessel operators. Due to the limited duration and scope of the event, the Coast Guard expects the economic impact of this regulation to be so minimal that a Regulatory Evaluation is unnecessary.

#### Collection of Information

This proposal contains no collection of information requirements under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

#### Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612, and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

#### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking