

Collections Package

Abstract: Importers, of unmanufactured tobacco not produced in the United States, are required to provide information regarding the type and amount of tobacco entered for consumption into the commerce of the United States. This information collection is used by CCC to determine if the Budget Deficit Marketing Assessments and Importer No-Net Cost Assessments have been remitted correctly and timely.

Estimate of Burden: Importer reporting burden for this collection of information is estimated to average 15 minutes per response.

Respondents: Tobacco Importers.

Estimated number of Respondents: 30.

Estimated number of Responses per Respondent: 27.

Estimated total annual burden on Respondents: 202.5 hours.

Comment is sought on the information collection separate from that on the merits of the rule. Proposed topics for comment on the collection requirements include: (a) whether the exemption of assessments on small quantities of tobacco for samples, research, and other purposes would reduce burdensome paperwork without jeopardizing revenue; (b) whether the exemption would violate the intent of the budget deficit marketing assessment and importer no-net-cost assessment legislation set forth at sections 106, 106A and 106B of the Agricultural Act of 1949, as amended. Comments should be sent to the Desk Officer for Agriculture, Office of Regulatory Affairs, Office of Management and Budget, Washington, D.C. 20503 and to the Director, Tobacco and Peanuts Division, USDA/FSA/TPD/STOP 0514, 1400 Independence Avenue, SW, Washington DC 20250-0514.

Background**General Provisions of the Proposed Rule**

With respect to the substance of the proposed rule, this document proposes to make a revision in the definition of de minimis special entries by changing the number of kilograms of imported tobacco, classified as a sample, for the purpose of certain assessments, from five (5) kilograms or less to one hundred (100) kilograms or less. The objective is to lessen burdensome paperwork by importers and Commodity Credit Corporation (CCC) without jeopardizing revenue or violating the intent of the budget deficit marketing assessment and importer no-net-cost assessment legislation set forth at sections 106, 106A and 106B of the Agricultural Act

of 1949, as amended (1949 Act). Implementing regulations for the assessments are set forth at 7 CFR part 1464, Subpart B. Under those regulations, as provided for in the 1949 Act, the assessments apply only to certain kinds of imported tobacco and 1464.102 and 1464.103 provide, further, that the assessments will not be collected on "de minimis special entries" which are defined, currently, in 1464.101 to be imports of unmanufactured tobacco when the total importation at any time or on any date is 5 kilograms or less and such tobacco is imported segregated from other tobacco for use as samples, for research, or other use approved by the Director. Changing the quantity threshold to 100 kilograms should still provide an accurate test for identifying non-commercial tobacco entries and should produce a net savings in light of the costs involved in administering the assessments on small quantities.

List of Subjects in 7 CFR Part 1464

Importer assessments, Tobacco, Tobacco loan program.

For the reasons set forth in the preamble, CCC proposes to amend 7 CFR part 1464 as follows:

PART 1464—TOBACCO

1. The authority citation for 7 CFR part 1464 continues to read as follows:

Authority: 7 U.S.C. 1421, 1423, 1441, 1445, 1445-1 and 1445-2; 15 U.S.C. 714b, 714c.

2. Section 1464.101 is amended by revising the definition of "de minimis special entries" to read as follows:

§ 1464.101 Definitions.

* * * * *

(b) *Terms.* * * *

De minimis special entries. Imports of unmanufactured tobacco when the total importation at any time or on any date is 100 kilograms or less and such tobacco is imported segregated from other tobacco for use as samples, for research, or other use approved by the Director.

* * * * *

Signed at Washington, DC, on September 21, 1998.

Keith Kelly,

Executive Vice President, Commodity Credit Corporation.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97-CE-21-AD]

RIN 2120-AA64

Airworthiness Directives; Mitsubishi Heavy Industries, Ltd. Models MU-2B Series Airplanes; Notice of Public Meeting

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of public meeting; reopening of the comment period.

SUMMARY: This notice reopens the comment period and announces a public meeting on the subject proposed airworthiness directive (AD) that would apply to certain Mitsubishi Heavy Industries, Ltd. (Mitsubishi) MU-2B series airplanes. The proposed AD would require incorporating several modifications to the operating systems and installing a placard with operating limitations within the pilot's clear view. The purpose of the meeting is to discuss technical issues related to the FAA's determination that AD action should be taken to prevent departure from controlled flight and to assist the pilot in detecting ice accumulation on the airplane when flying in icing conditions that exceed the airplane's ice protection capability, which could result in possible loss of control of the airplane. The comment period is being reopened to facilitate collection and consideration of data concerning these technical issues.

DATES: The public meeting will be held December 8, 1998, at 9:00 a.m., in Kansas City, Missouri.

Registration will begin at 8:30 a.m. on the day of the meeting.

Comments must be received no later than December 29, 1998.

ADDRESSES: The public meeting will be held at the following location: The Town Pavillion Conference Center, Royal A & B Meeting Room, 1111 Main Street, Kansas City, Missouri 64106.

Persons who are unable to attend the meeting may mail their comments (clearly marked with the docket number) in triplicate to: Federal Aviation Administration, (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 97-CE-21-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Written comments to the docket will receive the same consideration as statements made at the public meeting.

FOR FURTHER INFORMATION CONTACT:

Requests to present a statement at the

public meeting and questions regarding the logistics of the meeting should be directed to Mr. Larry Werth, AD Coordinator, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-3580; facsimile (816) 426-2066.

Questions concerning the proposed AD should be directed to Mr. John Dow, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6934; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Participation at the Public Meeting on the Proposed Airworthiness Directive

Requests from persons who wish to present oral statements at the public meeting should be received by the FAA no later than 10 days prior to the meeting. Such requests should be submitted to Mr. Larry Werth as listed in the section titled **FOR FURTHER INFORMATION CONTACT** above, and should include a written summary of oral remarks to be presented, and an estimate of time needed for the presentation. Requests received after the date specified above will be scheduled if there is time available during the meeting; however, the names of those individuals may not appear on the written agenda. The FAA will prepare an agenda of speakers that will be available at the meeting. To accommodate as many speakers as possible, the amount of time allocated to each speaker may be less than the amount of time requested. Those persons desiring to have available audiovisual equipment should notify the FAA when requesting to be placed on the agenda.

Background

On May 21, 1998, the Federal Aviation Administration (FAA) published in the **Federal Register** (63 FR 27872) for public comment a proposed AD that would apply to certain Mitsubishi MU-2B series airplanes. The proposed AD would require incorporating several modifications to the operating systems and installing a placard with operating limitations within the pilot's clear view.

Service history of the affected airplanes prompted the FAA to examine the design of these airplanes and analyze the ability of the pilots of these airplanes to fly and operate in icing conditions.

The actions specified by the proposed AD are intended to prevent departure from controlled flight and to assist the pilot in detecting ice accumulation on

the airplane when flying in icing conditions that exceed the airplane's ice protection capability, which could result in possible loss of control of the airplane.

The comment period on the proposed rule closed on July 22, 1998. Since that time, the FAA has received several additional comments and has been contacted by various interested parties. Records of these contacts are included in the docket for this rule.

Based on the content of the comments and the interest in the rule expressed by various operators and other interested parties, the FAA has determined that it is in the public interest to reopen the comment period on this rule in order to seek additional data.

Accordingly, the FAA will conduct a public meeting in Kansas City, Missouri, for the purpose of gathering additional information.

The comment period on the proposed rule will remain open until December 29, 1998; three weeks after the close of the meeting. The FAA anticipates that the agency and the industry will use the public meeting as a forum to resolve questions concerning the approach used in the FAA's determination that AD action should be taken to prevent departure from controlled flight and to assist the pilot in detecting ice accumulation on the airplane when flying in icing conditions that exceed the airplane's ice protection capability, which could result in possible loss of control of the airplane; and to seek additional data and supporting methodologies from industry.

Persons interested in obtaining a copy of the proposed airworthiness directive as published in the **Federal Register** should contact Mr. John Dow at the address or telephone number provided in **FOR FURTHER INFORMATION CONTACT**.

Public Meeting Procedures

Persons who plan to attend the meeting should be aware of the following procedures that have been established for this meeting:

1. There will be no admission fee or other charge to attend or to participate in the public meeting. The meeting will be open to all persons who have requested in advance to present statements, or who register on the day of the meeting (between 8:30 a.m. and 9:00 a.m.) subject to availability of space in the meeting room.
2. Representatives from the FAA will conduct the public meeting. A technical panel of FAA experts will be established to discuss information presented by participants.
3. The public meeting is intended as a forum to:

- resolve questions concerning the approach used in the FAA's determination that AD action should be taken to prevent departure from controlled flight and to assist the pilot in detecting ice accumulation on the airplane when flying in icing conditions that exceed the airplane's ice protection capability, which could result in possible loss of control of the airplane; and

- seek additional data and supporting methodologies from industry, the general public, and operators. Participants must limit their presentations and submissions of data to this issue.

4. The meeting will offer the opportunity for all interested parties to present any additional information not currently available to the FAA, and an opportunity for the FAA to explain the methodology and technical assumptions supporting its current conclusions.

5. FAA experts, industry, and public participants are expected to engage in a full discussion of all technical material presented at the meeting. Anyone presenting conclusions will be expected to submit to the FAA data supporting those conclusions. All data submitted will be placed in the public docket.

6. The FAA will try to accommodate all speakers; therefore, it may be necessary to limit the time available for an individual or group. If practicable, the meeting may be accelerated to enable adjournment in less than the time scheduled.

7. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

8. The meeting will be recorded by a court reporter. A transcript of the meeting and any material accepted by the panel during the meeting will be included in the public docket. Any person who is interested in purchasing a copy of the transcript should contact the court reporter directly. This information will be available at the meeting.

9. The FAA will review and consider all material presented by participants at the public meeting. Position papers or material presenting views or information related to the proposed AD may be accepted at the discretion of the presiding officer and subsequently placed in the public docket. The FAA requests that persons participating in the meeting provide 10 copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the participant.

10. Statements made by members of the panel are intended to facilitate discussion of the issues or to clarify issues. Comments made at the public meeting will be considered by the FAA before making a final decision on the issuance of the AD.

11. The meeting is designed to solicit public views and information on the proposed AD. Therefore, the meeting will be conducted in an informal and nonadversarial manner.

Issued in Kansas City, Missouri on September 22, 1998.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-25954 Filed 9-28-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ACE-33]

Proposed Establishment of Class E Airspace; Bolivar, MO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to establish Class E airspace area at Bolivar Municipal Airport, Bolivar, MO. The FAA has developed Global Positioning System (GPS) Runway (RWY) 18, GPS RWY 36 and VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) RWY 36 Standard Instrument Approach Procedures (SIAPs) to serve Bolivar Municipal Airport, MO. Controlled airspace extending upward from 700 feet Above Ground Level (AGL) is necessary to accommodate these SIAPs and for Instrument Flight Rules (IFR) operations at this airport. The area will contain the new GPS RWY 18, GPS RWY 36 and VOR/DME RWY 36 SIAPs in controlled airspace. The intended effect of this rule is to provide controlled Class E airspace for aircraft executing the GPS RWY 18, GPS RWY 36 and VOR/DME RWY 36 SIAPs and to segregate aircraft using instrument approach procedures in instrument conditions from aircraft operating in visual conditions.

DATES: Comments must be received on or before November 15, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Airspace Branch, ACE-250, Federal Aviation Administration, Docket No. 98-ACE-33, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Regional 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 office of the Manager, Airspace Branch, Air Traffic Division, at the address listed above.

FOR FURTHER INFORMATION CONTACT:

Kathy Randolph, Air Traffic Division, Airspace Branch, ACE-520C, Federal Aviation Administration, 601 East 12th Street, Kansas City, Missouri 64106; telephone number: (816) 426-3408.

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, 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. 98-ACE-33." The postcard will be date/time stamped and returned to the commenter. All communications received on or before the 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 NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW, Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the

notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the procedures.

The Proposal

The FAA is considering an amendment to 14 CFR part 71 to establish Class E airspace area at Bolivar, MO. The FAA has developed GPS RWY 18, GPS RWY 36 and VOR/DME RWY 36 SIAPs to serve Bolivar Municipal Airport, Bolivar, MO. The intended effect of this action is to provide segregation of aircraft operating under Instrument Flight Rules (IFR) from aircraft operating in visual weather conditions. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace areas extending upward 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 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. Therefore, this proposed 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 proposed 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).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows: