

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.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9E, Airspace Designations and Reporting Points, dated September 10, 1997, and effective September 16, 1997, is amended as follows:

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

* * * * *

AEA WV AEA E5 Summersville, WV [Revised]

Summersville Airport, WV
(lat. 38°13'54" N., long. 80°52'15" W.)
Nicholas NDB
(lat. 38°10'30" N., long. 80°55'12" W.)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Summersville Airport and within 4 miles each side of the 215° bearing from the Nicholas NDB extending from the 6.3-mile radius to 9.6 miles southwest of the NDB and 4 miles each side of the 037° bearing from the Summersville Airport extending from the 6.3-mile radius to 11.5 miles northeast of the airport.

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Issued in Jamaica, New York on October 7, 1997.

Franklin D. Hatfield,
Manager, Air Traffic Division, Eastern Region.
[FR Doc. 97–28603 Filed 10–28–97; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97–ANM–02]

Amendment of Class E Airspace; Alamosa, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: On October 20, 1997, the FAA published in the **Federal Register** a final rule which revised Class E airspace at Alamosa, CO. The final rule inadvertently listed November 19, 1997,

as the effective date. The FAA intended the effective date to be November 6, 1997. This document corrects the effective date.

DATES: This document is effective on October 29, 1997.

The effective date of FR Doc. 97–27364 is changed from 0901 UTC, November 19, 1997, to 0901 UTC, November 6, 1997.

FOR FURTHER INFORMATION CONTACT:

Ted Melland, ANM–520.1, Federal Aviation Administration, Docket No. 97–ANM–02, 1601 Lind Avenue S.W., Renton, WA, 98055–4056; telephone: (425) 227–2536.

SUPPLEMENTARY INFORMATION: On October 20, 1997, the FAA published in the **Federal Register** a final rule which revised Class E airspace at Alamosa, CO (FR Doc. 97–27364; 62 FR 54379). The FAA intended the final rule to be effective November 6, 1997; however, due to an administrative error, the final rule was not published sufficiently in advance of the intended effective date to meet the 30-day notice general requirement of the Administrative Procedures Act (APA), 5 U.S.C. 553(a). Consequently, the effective date of the rule was altered to indicate a date 30 days after the date of publication.

The October 20, 1997, final rule revised Class E airspace at Alamosa, CO, in part by expanding that portion of the airspace area which extends upward from 1,200 feet above ground level (AGL); this revision will appear on, and therefore must coincide with, instrument flight rules (IFR) aeronautical charts scheduled to become effective November 6, 1997. Any delay in the effective date of the revisions to the Alamosa, CO, Class E airspace beyond November 6, 1997, will cause the affected IFR aeronautical charts to be in error during the period of the delay and may lead to pilot confusion and a hazard to air navigation.

In consideration of the foregoing, the FAA finds that good cause exists, pursuant to 5 U.S.C. 553(d), for making FR Doc. 97–27364 effective in less than 30 days from its date of publication in the **Federal Register**.

The Correction

In rule FR Doc. 97–27364 published on October 20, 1997 (62 FR 54379), make the following correction. On page 54379, in the second column, revise the effective date of the rule to 0901 UTC, November 6, 1997.

Dated: October 21, 1997.
Glenn A. Adams III,
Assistant Manager, Air Traffic Division, Northwest Mountain Region.
[FR Doc. 97–28609 Filed 10–28–97; 8:45 am]
BILLING CODE 4901–13–M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 111

[T.D. 97–86]

Annual User Fee for Customs Broker Permit

AGENCY: U.S. Customs Service, Treasury.

ACTION: Notice of due date for broker user fee.

SUMMARY: This document advises Customs brokers that for 1998 the annual user fee of \$125 that is assessed for each permit held by an individual, partnership, association or corporate broker is due by January 9, 1998. This announcement is being published to comply with the Tax Reform Act of 1986.

DATES: Due date for fee: January 9, 1998.

FOR FURTHER INFORMATION CONTACT: Adline Tatum, Entry (202) 927–0380.

SUPPLEMENTARY INFORMATION:

Background

Section 13031 of the Consolidated Omnibus Budget Reconciliation Act of 1985 (Pub. L. 99–272) established that an annual user fee of \$125 is to be assessed for each Customs broker permit held by an individual, partnership, association or corporation. This fee is set forth in the Customs Regulations in § 111.96 (19 CFR 111.96).

Section 111.96, Customs Regulations, provides that a user fee for brokers is payable for each calendar year and that the fee is payable by the due date which will be published in the **Federal Register** annually. The fee is to be paid at each Broker district where the broker is issued a permit to do business. Broker districts are defined in a General Notice that was published in the **Federal Register** (60 FR 49971) on September 27, 1995.

Section 1893 of the Tax Reform Act of 1986 (Pub. L. 99–514) provides that notices of the date on which a payment is due of the user fee for each broker permit shall be published by the Secretary of the Treasury in the **Federal Register** by no later than 60 days before such due date. This document notifies brokers that for 1998, the due date for

payment of the user fee is January 9, 1998. It is expected that the annual user fees for brokers for subsequent years will be due on or about the third of January of each year.

Dated: October 23, 1997.

Anne. K. Lombardi,

Acting Director, Trade Compliance.

[FR Doc. 97-28564 Filed 10-28-97; 8:45 am]

BILLING CODE 4820-02-P

POSTAL SERVICE

39 CFR Part 20

Acceptance Procedures for Global Package Link (GPL)

AGENCY: Postal Service.

ACTION: Interim rule with request for comments.

SUMMARY: The Postal Service is amending the rule on Global Package Link (GPL) service. New charges are being announced effective November 28, 1997. The new charges provide a discount for mailer-provided transportation of packages to a GPL processing facility and add, for mailers located more than 500 miles from a GPL processing facility, a surcharge for Postal-provided transportation. In addition, the current option for mailer processing is eliminated.

DATES: These regulations take effect as of November 28, 1997. Comments must be received on or before November 28, 1997.

ADDRESSES: Written comments should be mailed or delivered to International Business Unit, Manager, Mail Order, U.S. Postal Service, 475 L'Enfant Plaza SW, 370-IBU, Washington, DC 20260-6500. Copies of all written comments will be available for public inspection and photocopying between 9 a.m. and 4 p.m., Monday through Friday, at the above address.

FOR FURTHER INFORMATION CONTACT: Robert E. Michelson, (202) 268-5731.

SUPPLEMENTARY INFORMATION:

I. Introduction

General Description

Global Package Link (GPL) is a service that provides fast, economical international delivery of packages containing merchandise. GPL is designed to make it easier and less costly for mail-order companies to export goods. The Postal Service provides GPL on a destination country-specific basis pursuant to the terms and conditions stipulated in subsection 620 of the International Mail Manual and the Individual Country Listings.

II. GPL Acceptance

Description

Current Procedures

Currently, if the plant from which the customer's GPL packages originate is within 500 miles of a GPL processing facility, the Postal Service will accept the packages at the mailer's plant and transport them by truck to the GPL facility at no additional charge. If the mailer's plant is located more than 500 miles from a GPL facility, the customer has two options. The customer may choose either to:

- a. present the packages to the Postal Service for verification at the customer's plant, and then transport the packages to the GPL facility, or
- b. process the packages using Postal-provided workstations, after which the Postal Service accepts the packages and transports them to a designated air-mail facility.

Proposed Procedures

The new provisions will differ from the current one in the following aspects:

- 1. If the mailer transports the packages to a GPL facility, the mailer will receive a \$.20 per pound discount, regardless of the distance from the mailer's plant to a GPL facility.
- 2. If the mailer's plant is more than 500 miles from a GPL facility, and the customer does not drop ship, the Postal Service will provide transportation at an additional rate of \$.40 per pound. If the mailer's plant is within 500 miles from a GPL facility, the Postal Service will continue to provide transportation without any additional charge.
- 3. The current option for mailers whose plants are more than 500 miles from a GPL processing facility, in which the customer processes the packages using a Postal-provided computer system, is eliminated.

Accordingly, the Postal Service adopts the following amendments of the International Mail Manual on an interim basis. Although 39 U.S. C. 409 does not require advance notice and opportunity for submission of comments, and the Postal Service is exempted by 39 U.S.C. 410(a) from the advance notice requirements of the Administrative Procedure Act regarding proposed rulemaking (5 U.S.C. 553), the Postal Service invites interested persons to submit written data, views or arguments concerning this interim rule.

The Postal Service adopts the following amendments to the International Mail Manual, which is incorporated by reference in the Code of Federal Regulations. See 39 CFR 20.1.

List of Subjects in 39 CFR Part 20

Foreign Relation, International Post Service.

PART 20—AMENDED

1. The authority for 39 CFR Part 20 continues to read as follows:

Authority: 5 U.S.C. 552(a); 39 U.S.C. 401, 404, 407, 408.

2. Effective October 29, 1997 subchapter 620 of International Mail Manual Issue 19 is amended to read as follows:

Global Package Link (620)

623.4 Postage

* * * * *

623.44 Base Rates

[Renumber current "Rate Reductions" as 623.441 and add new section 623.442 as follows:]

623.442 Transportation Drop-Shipment Discount

A discount of 20 cents per pound applies to mail that is transported by the mailer to a designated GPL facility. To compute the discount, multiply 20 cents by the number of pounds per country and per service level.

623.443 USPS Transportation Charge

If a mailer's plant is located more than 500 miles from a GPL facility, and the USPS transports the mail, the mail is subject to an additional transportation charge of 40 cents per pound. To calculate the transportation charge, multiply 40 cents by the number of pounds per country per service level.

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625.1 Acceptance

[Replace sections 625.1 and 625.2 and add new 625.3 as follows:]

625.1 Acceptance Location

A GPL mailing must be verified by USPS employees assigned to a detached mail unit (DMU) in the mailer's plant or at the origin post office serving the mailer's plant, according to a schedule agreed to by the Postal Service and the mailer. After verification, the mailing may be transported to a GPL facility by either the mailer or the Postal Service.

625.2 Transportation to GPL facility by the Mailer

The mailer will transport the packages as a drop-shipment to a GPL processing facility according to a schedule agreed to by the Postal Service and the customer. The mailer is eligible for a discount for drop shipment (see 623.442).