

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * *Effective 23 April 1998*

Crosett, AR, Z M Jack Stell Field, VOR/DME RNAV RWY 23, Orig-A, CANCELLED
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, ILS RWY 16, Orig, CANCELLED
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, ILS RWY 16, Orig
Chicago/Prospect Hgts/Wheeling, IL, Palwaukee Muni, GPS RWY 16, Orig
Okmulgee, OK, Okmulgee Muni, ILS RWY 17, Amdt 3, CANCELLED
Okmulgee, OK, Okmulgee Muni, ILS RWY 17, Orig
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 10C, Orig
Pittsburgh, PA, Pittsburgh Intl, ILS RWY 28C, Orig
Amarillo, TX, Amarillo Intl, GPS RWY 4, Orig
Amarillo, TX, Amarillo Intl, GPS RWY 22, Orig

* * * *Effective 21 May 1998*
Fayetteville, AR, Drake Field, LDA/DME RWY 34, Amdt 2
Fayetteville, AR, Drake Field, MLS RWY 34, Amdt 2
Chicago, IL, Chicago Midway, MLS RWY 22L, Orig-A, CANCELLED
Springfield, IL, Capital, ILS RWY 31, Amdt 1
Springfield, IL, Capital, RADAR-1, Amdt 8
Cambridge, NE, Cambridge Muni, GPS RWY 32, Orig
Gallup, NM, Gallup Muni, GPS RWY 6, Orig
Cortland, NY, Cortland County-Chase Field, GPS RWY 24, Amdt 1
Youngstown, OH, Youngstown Elser Metro, GPS RWY 28, Orig
Grove, OK, Grove Muni, VOR OR GPS-A, Amdt 1, CANCELLED
Grove, OK, Grove Muni, VOR/DME-A, Orig

* * * *Effective 18 June 1998*

Kotzebue, AK, Ralph Wien Memorial, GPS RWY 8, Orig
Kotzebue, AK, Ralph Wien Memorial, GPS RWY 26, Orig
Oxnard, CA, Oxnard, GPS RWY 7, Orig
Oxnard, CA, Oxnard, GPS RWY 25, Orig
Visalia, CA, Visalia Muni, GPS RWY 12, Orig
Visalia, CA, Visalia Muni, GPS RWY 30, Orig
Lake In The Hills, IL, Lake In The Hills, GPS RWY 8, Orig
Huntington, IN, Huntington Muni, GPS RWY 9, Amdt 1
Scott City, KS, Scott City Muni, NDB RWY 35, Amdt 1
Scott City, KS, Scott City Muni, GPS RWY 17, Orig
Scott City, KS, Scott City Muni, GPS RWY 35, Orig

Wichita, KS, Beech Factory, VOR OR GPS-B, Amdt 2
Wichita, KS, Beech Factory, RNAV OR GPS RWY 18, Orig, CANCELLED
Wichita, KS, Beech Factory, RNAV OR GPS RWY 36, Orig, CANCELLED
Wichita, KS, Beech Factory, VOR/DME RNAV RWY 18, Orig
Wichita, KS, Beech Factory, VOR/DME RNAV RWY 36, Orig
Wichita, KS, Beech Factory, GPS RWY 18, Orig
Wichita, KS, Beech Factory, GPS RWY 36, Orig
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR OR GPS RWY 8 Amdt 11
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR/DME RWY 26, Amdt 4
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), VOR/DME RNAV OR GPS RWY 17, Amdt 3
Minneapolis, MN, Anoka County-Blaine Airport (Janes Field), GPS RWY 35, Orig
Redwood Falls, MN, Redwood Falls Muni, VOR OR GPS-A, Amdt 4
Redwood Falls, MN, Redwood Falls Muni, VOR/DME RNAV RWY 30, Amdt 1
Redwood Falls, MN, Redwood Falls Muni, GPS RWY 30, Orig
Columbus-West Point-Starkville, MS, Golden Triangle Regional, LOC/DME BC RWY 36, Amdt 6A, CANCELLED
Meridian, MS, Key Field, RNAV OR GPS RWY 19, Amdt 3, CANCELLED
Meridian, MS, Key Field, GPS RWY 1, Orig
Meridian, MS, Key Field, GPS RWY 19, Orig
Millersburg, OH, Holmes County, GPS RWY 27, Orig
Millington, TN, Millington Muni, GPS RWY 22, Orig
Baraboo, WI, Baraboo Wisconsin Dells, GPS RWY 1, Orig

[FR Doc. 98-11239 Filed 4-27-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Parts 101 and 122

[T.D. 98-35]

Customs Service Field Organization; Establishment of Sanford Port of Entry

AGENCY: Customs Service; Treasury.
ACTION: Final rule.

SUMMARY: This document confirms that May 1, 1998, is the effective date for the establishment of a Customs port of entry at Orlando-Sanford Airport in Sanford, Florida. Orlando-Sanford Airport's designation as a user fee airport will terminate on the same date.

EFFECTIVE DATE: May 1, 1998 is the effective date for amendment of §§ 101.3(b)(1) and 122.15(b), Customs Regulations, published in the **Federal Register** (62 FR 37131) on July 11, 1997.

FOR FURTHER INFORMATION CONTACT:

Harry Denning, Office of Field Operations (202) 927-0196.

SUPPLEMENTARY INFORMATION:

Background

On July 11, 1997, Customs published a document in the **Federal Register** (62 FR 37131) T.D. 97-64 which amended § 101.3(b), Customs Regulations (19 CFR 101.3(b)), to establish a new port of entry at Orlando-Sanford Airport in Sanford, Florida, and amended § 122.15(b), Customs Regulations (19 CFR 122.15(b)) to remove the Sanford Regional Airport from the list of user fee airports. Customs set forth in that document the justification for redesignating the airport facility from its user fee status to that of a port of entry and designated November 10, 1997, as the effective date.

For reasons set forth in a document (T.D. 97-88) published in the **Federal Register** (62 FR 60164) on November 7, 1997, Customs delayed the effective date for establishment of the new port of entry and the termination of the airport's user fee status until May 1, 1998, and solicited comments regarding the delayed effective date. In that document, Customs stated that if comments submitted demonstrated sufficient grounds for not delaying the effective date until May 1, 1998, Customs would issue another document. The comment period expired on December 8, 1997.

Discussion of Comments

Six comments were received in response to the document delaying the effective date until May 1, 1998, four opposing the delay and two in favor of extending the delay until July 1, 1998.

The four comments opposing the delay emanate from the State of Maine and were submitted by members of the Maine congressional delegation and by attorneys on behalf of Bangor International Airport. These comments essentially contend that Bangor International Airport is being harmed by the delay because flights would clear at Bangor but for the market distortion caused by Sanford being permitted to operate longer as a user fee airport not subject to the passenger fee that is assessed at ports of entry.

The two comments urging further delay beyond May 1, 1998, in the establishment of a port of entry at Orlando-Sanford Airport come from that airport and from attorneys on its behalf. The comments argue that the delay does not impose an unwarranted competitive burden on port of entry airports such as Bangor International Airport.

They further contend that until the construction of the cargo building and security system at Orlando-Sanford Airport, which has been delayed, the airport does not fully meet the criteria for a Customs port of entry.

Determination

Customs decision to suspend the November 10, 1997, effective date for conversion of Orlando-Sanford Airport to a port of entry was based in large part on claims that imposition of port of entry status on the date set by Customs would subject the Airport Operator to a significant additional cost that it could not, under agreements effective through May 1, 1998 with carriers landing at Orlando-Sanford Airport, pass on to carriers.

After reviewing all the comments, which basically represent two distinct competitive interests, Customs believes that delaying the designation of Orlando-Sanford Airport as a port of entry was appropriate under the circumstances. However, Customs believes Orlando-Sanford Airport was provided with sufficient opportunity to resolve the concerns it proffered to obtain that delayed effective date. Accordingly, Customs believes that the designation should not be further delayed.

Further, Customs believes the comments received did not demonstrate sufficient grounds for making the Orlando-Sanford Airport a port of entry before the May 1, 1998 announced effective date.

Accordingly, Customs is confirming that the effective date for the establishment of the Orlando-Sanford port of entry and the date for the termination of the airport's user fee status is May 1, 1998.

Amendment to the Regulations

For the reasons stated above, the effective date of the final rule document FR Doc. 97-18206, published in the **Federal Register** on July 11, 1997, and delayed until May 1, 1998, pursuant to interim rule document FR Doc. 97-29599, published in the **Federal Register** on November 7, 1997, is now finalized as May 1, 1998.

Regulatory Flexibility Act and Executive Order 12866

Because this document merely confirms a decision previously made, this document is not subject to the notice and public procedure requirements of 5 U.S.C. 553, and is not subject to the provisions of the Regulatory Flexibility Act (5 U.S.C. 603 *et seq.*). This amendment does not meet the criteria for a "significant regulatory

action" as specified in Executive Order 12866.

Samuel H. Banks,

Acting Commissioner of Customs.

Approved: April 17, 1998.

John P. Simpson,

Deputy Assistant Secretary of the Treasury.

[FR Doc. 98-11190 Filed 4-27-98; 8:45 am]

BILLING CODE 4820-02-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 100

[CGD 05-98-028]

Special Local Regulations for Marine Events; Approaches to Annapolis Harbor, Spa Creek, and Severn River, Annapolis, MD

AGENCY: Coast Guard, DOT.

ACTION: Notice of implementation.

SUMMARY: This notice implements the special local regulations at 33 CFR 100.511 during the Warfare Capabilities Demonstration, a marine event to be held May 1, 1998, on Spa Creek and the Severn River at Annapolis, Maryland. These special local regulations are necessary to control vessel traffic in the vicinity of the U.S. Naval Academy due to the confined nature of the waterway and expected vessel congestion during the helicopter rappelling demonstration. The effect will be to restrict general navigation in the regulated area for the safety of spectators, event participants, and other vessels transiting the event area.

DATES: 33 CFR 100.511 is effective from 1 p.m. to 2 p.m. on May 1, 1998.

FOR FURTHER INFORMATION CONTACT:

Chief Warrant Officer R.L. Houck, Marine Events Coordinator, Commander, Coast Guard Activities Baltimore, 2401 Hawkins Point Road, Baltimore, MD 21226-1971, (410) 576-2674.

SUPPLEMENTARY INFORMATION: The U.S. Naval Academy Sailing Squadron will sponsor the Warfare Capabilities Demonstration on the Severn River, near the U.S. Naval Academy, Annapolis, Maryland. Waterborne activities will consist of Navy SEALs rappelling from a helicopter. In order to ensure the safety of participants and transiting vessels, 33 CFR 100.511 will be in effect for the duration of the event. Under provisions of 33 CFR 100.511, a vessel may not enter the regulated area unless it receives permission from the Coast Guard Patrol Commander. Spectator

vessels may anchor outside the regulated area but may not block a navigable channel. Because these restrictions will be in effect for a limited period, they should not result in a significant disruption of maritime traffic.

Dated: April 15, 1998.

J.S. Carmichael,

Captain, U.S. Coast Guard, Acting Commander, Fifth Coast Guard District.

[FR Doc. 98-11226 Filed 4-27-98; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-98-026]

Drawbridge Operation Regulations; Wicomico River (North Prong)

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulations governing the operation of the Main Street drawbridge across the Wicomico River, mile 22.4, in Salisbury, Maryland. Beginning April 21, 1998, through May 19, 1998, this deviation requires three-hours advance notice for drawbridge openings from 9 a.m. through 3 p.m. on weekdays and from 7 p.m. on Fridays through 6 a.m. on Mondays. This deviation is necessary to allow the contractor to paint the bridge.

DATES: This deviation is effective from April 21, 1998 through May 19, 1998.

FOR FURTHER INFORMATION CONTACT:

Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: Textar Painting Corporation, a contractor for the Maryland Department of Transportation, requested the Coast Guard to approve a temporary deviation from the normal operation of the bridge in order to accommodate painting the structure. To paint the bridge, a barge must be used which will block the waterway. Three-hours advance notice will be required to move the barge out of the channel and open the bridge during the requested time periods.

This deviation will not significantly disrupt vessel traffic, since very little exists during this time of the year. The regulations at 33 CFR 117.579 require the draw to open on signal except from 7 a.m. to 9 a.m., from 12 noon to 1 p.m.,