proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997 and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in the document will be published subsequently in the Order.

The Rule

This amendment to 14 CFR Part 71 establishes Class E airspace at Indian Head, MD, to provide controlled airspace extending upward from 700 feet AGL for executing the GPS RWY 36 SIAP and VOR A SIAP to Maryland Airport.

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 ''significantly 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 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 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—[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 MD AEA E5 Indian Head, MD [New]

Maryland Airport, MD
(lat. 38°36′01″ N., long. 77°04′24″ W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Maryland Airport, excluding the portions that coincide with the Washington, DC, and Friendly, MD, Class E airspace areas.

* * * * *

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

Franklin D. Hatfield,

Manager, Air Traffic Division, Eastern Region.

[FR Doc. 97–28604 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–AEA–33]

Amendment to Class E Airspace; Summersville, WV

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revises the Class E airspace extending upward from 700 feet Above Ground Level (AGL) at Summersville, WV. The development of a Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (RWY) 22 at Summersville Airport has made this action necessary. This action is intended to provide adequate Class E airspace to contain instrument flight rules (IFR) operations for aircraft executing the GPS SIAP to RWY 22 at Summersville, WV.

EFFECTIVE DATE: 0901 UTC, January 1, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Francis Jordan, Airspace Specialist, Airspace Branch, AEA–520, Air Traffic Division, Eastern Region, Federal Aviation Administration, Federal Building #111, John F. Kennedy International Airport, Jamaica, New York 11430; telephone: (718) 553–4521.

SUPPLEMENTARY INFORMATION:

History

On August 22, 1997, the FAA proposed to amend 14 CFR Part 71 to revise the Class E airspace at Point Pleasant, WV (62 FR 44604). A GPS SIAP to RWY 22 developed for Summersville Airport, Summersville, WV, requires the revision of the Class E airspace at the airport. The notice proposed to revise the controlled airspace extending upward for 700 feet AGL to contain IFR operations in controlled airspace during portions of the terminal operation and while transitioning between the enroute and terminal environments.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal of the FAA. No comments to the proposal were received. The rule is adopted as proposed.

The coordinates for this airspace docket are based on North American Datum 83. Class E airspace areas designations for airspace extending upward from 700 feet AGL are published in paragraph 6005 of FAA Order 7400.9E, dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in the document will be published subsequently in the Order.

The Rule

This amendment 14 CFR Part 71 amends the Class E airspace located at Summersville, WV, to provide controlled airspace extending upward from 700 feet AGL for aircraft executing a GPS RWY 22 SIAP to Summersville Airport.

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 ''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 a 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 significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 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—[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.

* * * * *

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