

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

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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; 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 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

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

* * * * *

ANM MT E5 Baker, MT

Baker Municipal Airport, MT
(Lat 46°20'52"N, long. 104°15'34"W)

That airspace extending upward from 700 feet above the surface within an 8.9 mile radius of the Baker Municipal Airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°29'00"N, long. 104°45'00" W; to lat. 46°30'30" N, long. 104°31'00" W; to lat. 46°37'00" N, long. 103°59'40"W; to lat. 46°37'55" N, long. 103°53'45" W; to lat. 46°25'45" N, long. 103°37'30" W; to lat. 46°17'30" N, long. 103°48'15" W; to lat. 45°40'00" N, long. 103°00'50" W; to lat. 45°35'30" N, long. 103°01'45" W; to lat. 45°49'30"N, long. 103°37'30" W; to lat. 45°35'50" N, long. 103°34'30" W; to lat. 46°10'50" N, long. 103°56'00" W; to lat. 46°04'20" N, long. 104°20'45" W; to the point of beginning; excluding that portion within the Bowman Municipal Airport, MT, 1,200-foot Class E airspace area.

* * * * *

Issued in Seattle, Washington, on August 30, 1995.

Helen Fabian Parke,

Manager, Air Traffic Division, Northwest Mountain Region.
[FR Doc. 95–22737 Filed 9–12–95; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 101

Extension of Port Limits of Puget Sound, WA

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to amend the Customs Regulations pertaining to the field organization of Customs by extending the geographical limits of the consolidated port of entry of Puget Sound, Washington. The current boundaries are being extended to include the portion of King County, Washington, which now lies between the boundaries of the Port of Seattle and the Port of Tacoma. The boundaries are being changed because various commercial operations requiring the services of Customs personnel have been established in areas beyond the current limits of the consolidated port.

This proposed change is being made as part of Customs continuing program to obtain more efficient use of its personnel, facilities, and resources and to provide better service to carriers, importers, and the general public.

DATES: Comments must be received on or before November 13, 1995.

ADDRESSES: Written comments (preferably in triplicate) may be submitted to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1301 Constitution Avenue NW., Washington, DC 20229. Comments submitted may be inspected at the Regulations Branch, Office of Regulations and Rulings, 1099 14th Street NW., Suite 4000, Washington, DC, on regular business days between the hours of 9:00 a.m. and 4:30 p.m.

FOR FURTHER INFORMATION CONTACT: Patricia M. Duffy, Office of Field Operations, 202–927–0509.

SUPPLEMENTARY INFORMATION:

Background

As part of a continuing program to obtain more efficient use of its personnel, facilities, and resources, and to provide better service to carriers, importers, and the general public, Customs proposes to amend § 101.3, Customs Regulations (19 CFR 101.3), by extending the geographical limits of the Port of Seattle, Washington, which is within the consolidated Customs Port of Puget Sound in the Pacific Region.

Current Port Limits of Seattle

The port limits of the consolidated Customs port of entry of Puget Sound, Washington, were established in Treasury Decision (T.D.) 75–130 of May 21, 1975 (effective July 1, 1975). They were most recently extended by T.D. 83–146 of June 23, 1983 (effective August 4, 1983).

The port limits of the consolidated Port of Puget Sound consist of a description of the Port of Seattle as well as a listing of Anacortes, Bellingham, Everett, Friday Harbor, Neah Bay, Olympia, Port Angeles, Port Townsend, and a description of territory in Tacoma. The current boundaries of the Port of Seattle described in the port description of Puget Sound are as follows:

Section 35, Township 27 North, Range 3 East, West Meridian, County of Snohomish and the geographical area within the boundaries beginning at the intersection of NW. 205th Street and the waters of Puget Sound, proceeding in an easterly direction along the King County line to its intersection with 100th Avenue, NE., thence southerly along 100th Avenue, NE. and its continuation to the intersection of 100th Avenue, SE. and 240th Street, SE., thence westerly along 240th Street SE., and south, to its intersection with the waters of Puget Sound and then northerly along the shores of Puget Sound to its intersection with NW. 205th Street, the point of beginning, County of King, all within the State of Washington.

Proposed Expansion of Port

Customs is now proposing to expand the Port of Seattle by extending the southern boundary of the Port of Seattle to the King-Pierce County line. The southern boundary, if so extended, would convene with the existing northern boundary of the port of entry at Tacoma, Washington. The new boundary for the Port of Seattle will then be section 85, Township 27 North, Range 3 East, West Meridian, County of Snohomish.

This proposed expansion of the Seattle port limits would provide a continuous area of service from Tacoma's Commencement Bay to Seattle's Elliot Bay, and would align the port in a manner already identified by the trade as beneficial due to the central location between Seattle and Tacoma.

Expansion of the port limits would improve service to the public, clarify resource allocations for facilities within the expanded area, and allow beneficial commercial development within the consolidated port of entry of Puget Sound.

The District of Seattle will use existing staffing to service the expanded

area of the consolidated Port of Puget Sound. The Regional Commissioner supports the expansion request with the stipulation that no additional staff will be required to operate the expanded facilities and marinas.

Proposed Seattle Port Limits

The geographical area within the proposed new boundaries will be as follows:

Beginning at the intersection of NW. 205th Street and the waters of Puget Sound, proceeding in an easterly direction along the King County line to its intersection with 100th Avenue, NE., thence southerly along 100th Avenue, NE. and its continuation to the intersection of 100th Avenue, SE. and 240th Street, SE., thence westerly along 240th Street, SE. to its intersection with North Central Avenue., thence southerly along North Central Avenue, its continuation as South Central Avenue and 83rd Avenue South and its connection to Auburn Way North, thence southerly along Auburn Way North and its continuation as Auburn Way South to its intersection with State Highway 18, thence westerly along Highway 18 to its intersection with A Street, SE., then southerly along A Street, SE. to its intersection with the King County Line, then westerly along the King County Line to its intersection with the waters of Puget Sound and then northerly along the shores of Puget Sound to its intersection with NW. 205th Street, the point of beginning, all within the County of King, State of Washington.

If the proposed extension of the consolidated port of entry of Puget Sound is adopted, the list of Customs ports of entries in 19 CFR 101.3(b) will be amended accordingly.

Comments

Prior to adoption of this proposal, consideration will be given to written comments timely submitted to Customs. Submitted comments will be available for public inspection in accordance with the Freedom of Information Act (5 U.S.C. 552), Section 1.4, Treasury Department Regulations (31 CFR 1.4), and section 103.11(b), Customs Regulations (19 CFR 103.11(b)), on regular business days between the hours of 9:00 a.m. and 4:30 p.m., at the Regulations Branch, Office of Regulations and Rulings, 1099 14th Street NW., Suite 4000, Washington, DC.

Authority

This change is proposed under the authority of 5 U.S.C. 301 and 19 U.S.C. 2, 66, and 1624.

The Regulatory Flexibility Act and Executive Order 12866

Customs routinely establishes, expands, and consolidates Customs ports of entry throughout the United States to accommodate the volume of Customs-related activity in various parts of the country. Thus, although this document is being issued with notice for public comment, because it relates to agency management and organization it is not subject to the notice and public procedure requirements of 5 U.S.C. 553. Accordingly, this document is not subject to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Agency reorganization matters such as this proposed port extension are exempt from consideration under Executive Order 12866.

Drafting Information

The principal author of this document was Janet L. Johnson, Regulations Branch. However, personnel from other office participated in its development.

George J. Weise,

Commissioner of Customs.

Approved: August 24, 1995.

Dennis M. O'Connell,

Acting Deputy Assistant Secretary of the Treasury.

[FR Doc. 95-22641 Filed 9-12-95; 8:45 am]

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19 CFR Part 101

Name Change for Consolidated Port of Philadelphia

AGENCY: Customs Service, Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: This document proposes to amend the Customs Regulations to change the name of the Consolidated Port of Philadelphia to the Consolidated Port of the Delaware River and Bay, and to identify the participating ports within the consolidated port.

DATES: Comments must be received on or before November 13, 1995.

ADDRESSES: Comments (preferable in triplicate) must be submitted to the U.S. Customs Service, ATTN: Regulations Branch, Franklin Court, 1301 Constitution Avenue NW., Washington, DC 20229, and may be inspected at the Regulations Branch, 1099 14th Street NW., Suite 4000, Washington, DC.

FOR FURTHER INFORMATION CONTACT: A. Donald Gilman, Office of Congressional and Public Affairs, (202) 927-1169.

SUPPLEMENTARY INFORMATION:

Background

Section 101.3, Customs Regulations (19 CFR 101.3), lists as one of Customs ports of entry Philadelphia-Chester, Pa. and Wilmington, Del. This port includes the named cities and includes Camden, Gloucester City and Salem, New Jersey and territory described in T.D. 84-195. The port of entry is popularly known as the Consolidated Port of Philadelphia.

After a meeting with trade community representatives from both Wilmington, Delaware and Philadelphia, Pennsylvania, Customs has determined that the name of the consolidated port should be changed to the Consolidated Port of the Delaware River and Bay, and that participating ports within the consolidated port would be identified. The Wilmington, Delaware trade community strongly favors such a name change, and the Philadelphia trade community has not expressed any objection to that suggestion.

Proposal

Accordingly, Customs is proposing in this document to change the name of the port of Philadelphia-Chester, PA. and Wilmington, Del., popularly known as the Consolidated Port of Philadelphia to the Consolidated Port of the Delaware River and Bay. If the proposed name change of the port is adopted, the list of ports in 19 CFR 101.3(b) will be amended accordingly.

Comments

Before adopting this proposal, consideration will be given to any written comments (preferably in triplicate) that are timely submitted to Customs. All such comments received from the public pursuant to this notice of proposed rulemaking will be available for public inspection in accordance with the Freedom of Information Act (5 U.S.C. 552), § 1.4 Treasury Department Regulations (31 CFR 1.4), and § 103.11(b), Customs Regulations (19 CFR 103.11(b)), during regular business days between the hours of 9:00 a.m. and 4:30 p.m. at the Regulations Branch, 1099 14th Street NW., Suite 4000, Washington, DC.

Regulatory Flexibility Act

Although this document is being issued for public comment, it is not subject to the notice and public procedure requirements of 5 U.S.C. 553 because it relates to agency management and organization. Accordingly, the document is not subject to the regulatory analysis requirements of 5 U.S.C. 603 and 604.