

certain other traffic and service quality data under 14 CFR parts 217, 234, 250, and 374a.

The Department in Docket No. OST-98-4043, Notice 98-18, "Aviation Data Requirements Review and Modernization Program" on its own initiative requested public comments from reporting carriers and aviation data users on the nature, scope, source, and means for collecting, processing, and distributing airline traffic, fare, and financial data. Specifically, the Department invited comments on whether existing airline traffic, fare, and financial data should be amended, supplemented, or replaced; whether selected forms and reports should be retained, modified, or eliminated; whether the Department should require all aviation data to be filed electronically; and how the aviation data system should be reengineered to enhance efficiency and to reduce costs for both the Department and the airline industry. It is the Department's preliminary position that its current aviation data systems may not provide sufficiently detailed data in some areas which are necessary to ensure that the Department fully meets its mandated aviation responsibilities. One of these responsibilities is the setting of the Alaska bush mail rates. The Department relies on data submitted by the Alaska small certificated and commuter air carriers on the Form 298-C reports to set the bush mail rates. While this meeting will be held as part of the Advanced Notice of Proposed Rulemaking to review the Department's aviation data collection process, its focus will be on the data collection process for Form 298-C reports. A summary of the meeting will be included in the docket.

DOT, the Postal Service, Alaska air carriers, and other interested entities will review and discuss possible revisions to 14 CFR part 298 (the Department's Form 298-C reporting requirements). The meeting will assess how the Form 298-C data reporting system can be reengineered to enhance the usefulness of the data collected in facilitating the Alaska bush mail rate calculations while at the same time exploring alternatives for reducing costs for the Department, the Postal Service, and the airline industry. The meeting will be open to the public. We particularly solicit participation from those Alaska small certificated and commuter air carriers who currently transport or wish to transport mail for the U.S. Postal Service in Alaska.

Issued in Washington, DC, on June 24, 1999.

Timothy E. Carmody,

*Director, Office of Airline Information,
Bureau of Transportation Statistics.*

[FR Doc. 99-16505 Filed 6-28-99; 8:45 am]

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DEPARTMENT OF THE TREASURY

Customs Service

19 CFR PART 111

RIN 1515-AC34

Customs Brokers

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

ACTION: Proposed rule; extension of comment period.

SUMMARY: This document provides an additional 30 days for interested members of the public to submit comments on the proposed revision to part 111 of the Customs Regulations governing the licensing and conduct of customs brokers in the performance of customs business on behalf of others. The proposed revision, which was published in the **Federal Register** on April 27, 1999, includes changes to the regulatory texts to part 111 to reflect amendments to the underlying statutory authority enacted as part of the Customs Modernization provisions of the North American Free Trade Agreement Implementation Act. The proposed revision also includes changes to reflect the recent reorganization of Customs as well as changes to improve the content, layout and clarity of the regulatory texts. The comment period was scheduled to expire on June 28, 1999.

DATES: Comments on the proposed revision must be received on or before July 28, 1999.

ADDRESSES: Written comments (preferably in triplicate) may be addressed to the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1300 Pennsylvania Avenue, NW, Washington DC 20229. All comments submitted 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)) between 9 a.m. and 4:30 p.m. on normal business days at the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1300 Pennsylvania Avenue, NW, 3rd Floor, Washington, DC.

FOR FURTHER INFORMATION CONTACT: *Operational Aspects:* Bruce Ingalls,

Office of Field Operations (202-927-1082).

Legal Aspects: Jerry Laderberg, Office of Regulations and Rulings (202-927-2320).

SUPPLEMENTARY INFORMATION:

Background

Customs published a document in the **Federal Register** (64 FR 22726) on April 27, 1999, proposing to revise part 111 of the Customs Regulations governing the licensing and conduct of customs brokers in the performance of customs business on behalf of others. The proposed revision includes changes to the regulatory texts to part 111 to reflect amendments to the underlying statutory authority enacted as part of the Customs Modernization provisions of the North American Free Trade Agreement Implementation Act. The proposed revision also includes changes to reflect the recent reorganization of Customs as well as changes to improve the content, layout and clarity of the regulatory texts.

The document invited the public to comment on the proposed revision to part 111. Comments on the proposed rule were requested on or before June 28, 1999.

On June 22, 1999, Customs received a request from a law firm representing the JFK Airport Customs Brokers Association to extend the time period for submission of comments on the proposed rule so that the firm can receive sufficient input from members of the Association before submitting comments.

Customs has concluded that this request has merit. Accordingly, the period of time for the submission of comments is being extended 30 days. Comments are now due on or before July 28, 1999.

Dated: June 23, 1999.

Stuart P. Seidel,

*Assistant Commissioner, Office of
Regulations and Rulings.*

[FR Doc. 99-16479 Filed 6-28-99; 8:45 am]

BILLING CODE 4820-02-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD13-99-011]

RIN 2115 AE47

Drawbridge Operations Regulations; Columbia River, OR

AGENCY: Coast Guard, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to change the operating regulations for the dual Interstate 5 drawbridges across the Columbia River, mile 106.5, between Vancouver, WA, and Portland, OR. The proposed amendment would simplify the existing regulations by removing the river level and vessel types as schedule factors and establish a single schedule during which the draw spans need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays. The change would also require one-hour notice daily for all draw openings between 6:30 a.m. and 6 p.m. to allow vehicle traffic enough notice of bridge openings to choose an alternative route.

DATES: Comments must reach the Coast Guard on or before August 30, 1999.

ADDRESSES: You may mail comments to Commander (oan), Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174-1067 or deliver them to room 3510 between 7:45 a.m. and 4:15 p.m. Monday through Friday, except federal holidays.

FOR FURTHER INFORMATION CONTACT: John E. Mikesell, Chief, Plans and Programs Section, Aids to Navigation and Waterways Management Branch, Telephone (206) 220-7272.

SUPPLEMENTARY INFORMATION:

Request for Comments

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Persons submitting comments should identify this rulemaking (CGD 13-99-011) and the specific section of this document to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes. The Coast Guard will consider all comments received during the comment period. It may change the proposed rule in view of the comments.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to the Coast Guard include the reasons why a hearing would be beneficial. If it determines that the opportunity for oral presentations will aid this rulemaking, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

Background and Purpose

The purpose of the proposed change to section 117.869 is to streamline the operating regulations by removing the various periods when the dual lift spans need not open for vessels and replacing them with a single set of hours Monday through Friday for all vessels, in contrast to the current distinction made between recreational and commercial vessels when the local river gauge reads 6 feet or more. The proposed regulation would not change the operation of the draw spans on weekends and federal holidays, when openings on signal are provided. The proposed one-hour notice for openings would enable the state transportation departments of Washington and Oregon to establish means of notification to interstate traffic approaching the bridge. With adequate notification of an imminent opening, much of the highway traffic both north and south of the interstate bridges could divert to I-205, which crosses the Columbia on a high-level fixed bridge upstream of the drawbridges. This parallel crossing is about 6 miles upstream, east of the I-5 Drawbridges. Both states are in various phases of implementing electronic notification systems on I-5, which could warn motorists of draw span openings.

The operating regulations currently in effect are dependent upon river level measured by the gauge at the bridges. The hours during which the bridges need not open for navigation are presently changed whenever the river level is at 6 feet or above. This consideration of river level would be removed by this proposal in order to streamline the regulations to an easily remembered and administered schedule of operation.

The proposed regulations are uniformly applied to all types of navigation. There would no longer be an operating distinction between commercial and recreational vessels.

Currently, when the river is at 6 feet or more (above Columbia River Datum), the draws need not open for the passage of commercial vessels from 6:30 a.m. to 8 a.m. and from 3:30 p.m. to 6 p.m. Monday through Friday, except federal holidays, and for all other vessels the draws need not open from 5:30 a.m. to 9 a.m. and 2:30 p.m. and 6 p.m. Monday through Friday, except federal holidays. When the river gauge indicates 5.9 feet, or less, the draws need not open for the passage of any vessels from 5:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except federal holidays.

Interstate 5 is a major north-south transportation corridor in the western

United States. The dual bridges across the Columbia are the only drawbridges on this interstate highway or any interstate highway west of the Mississippi River. The weekday traffic count often exceeds 120,000 vehicles per day. Traffic begins to increase dramatically about 7 a.m. Monday through Friday. It remains high throughout the day, generally more than 6,000 vehicles per hour to more than 9,000 per hour. In the evening the decrease in traffic follows 6 p.m. by several hundred vehicles per hour.

The Columbia River bears substantial navigation both recreational and commercial in this vicinity. Most of the commercial traffic is composed of towboats barges, floating derricks, and passenger vessels. The recreational traffic includes tall-masted sailboats.

The Interstate 5 Bridges provide 39.86 feet of vertical clearance at 0.0 elevation, Columbia River Datum or CRD, at the dual lift spans when they are down, or closed. Fully raised, the vertical lift spans provide 178 feet at 0.0 river level (CRD). Most of the towboats plying this reach of the river require at least 52 feet of vertical clearance. There are other vessels, such as derrick barges and sailboats, which require more clearance.

The dual vertical lift spans of the I-5 Bridges open annually from several hundred to over a thousand times, as recorded in the years of the current decade. There is a decrease in openings when the river level is low. Weather conditions can influence the preferred course through the bridges.

In 1998, the vertical lifts opened 386 times for vessels. This and the following counts do not include maintenance or training openings. In 1997, which witnessed higher water, the total annual openings for vessels was 829. The month in 1997 with the most openings for vessels was May. In May the bridges opened 161 times. River levels in May 1997 ranged from 15 to 17 feet at the bridge gauges. In May 1998 the water levels ranged from 6 to 14 feet and experienced only 56 openings. From the draw logs on hand (1993-1998) it can be concluded that the number of openings can fluctuate significantly from year to year and from month to month.

The river level has a significant influence on the number of openings that are requested by vessel operators. However, the difference in the closed periods make the regulations in effect more complicated than those which are proposed. Currently, commercial traffic is somewhat more limited in the hours during which they may use the lift spans when the river gauge is 6 feet or more at the bridges. The total daily

closed period is less restrictive when the river gauge is at 5.9 feet or less.

By changing the closed periods Monday through Friday and by requiring one-hour notice for openings, the Coast Guard intends to assist traffic flow on the I-5 corridor without unreasonably hindering navigation on the Columbia River.

Discussion of Proposed Rule

The Coast Guard proposes to amend 33 CFR 117.869 so that the draws need not be opened for the passage of commercial vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except federal holidays. This amendment also requires one-hour notice for all openings between the hours of 6:30 a.m. and 6 p.m. every day.

Regulatory Evaluation

This proposed rule is not a significant regulatory action under 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. It has not been reviewed by the Office of Management and Budget under that Order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040 February 26, 1979). The Coast Guard expects the economic impact of this rule to be so minimal that a full regulatory evaluation under paragraph 10(e) of the regulatory policies and procedures of DOT is unnecessary. The proposed rule would improve commuter traffic flow and by minimally increasing the times when commercial navigation cannot pass through the open draw spans.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.), the Coast Guard considers whether this proposed rule, if adopted, will have a significant economic impact on a substantial number of small entities. "Small entities" include small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations less than 50,000. Therefore, for the reasons discussed in the Regulatory Evaluation section above, the Coast Guard certifies under 5 U.S.C. 605(b) of the Regulatory Flexibility Act that this proposed rule, if adopted, will not have a significant impact on a substantial number of small entities. If, however, you think that your business or organization qualifies as a small entity and that this proposed rule will have a significant impact on your

business or organization, please submit a comment (see ADDRESSES) explaining why you think it qualifies and in what way and to what degree this proposed rule will economically affect it.

Collection of Information

This proposed rule does not provide for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.).

Federalism

The Coast Guard has analyzed this proposed rule in accordance with the principles and criteria contained in Executive Order 12612, and has determined that this proposed rule does not have sufficient implications for federalism to warrant the preparation of a Federalism Assessment.

Environment

The Coast Guard considered the environmental impact of this proposed rule and concluded that, under Figure 2-1, paragraph 32(e) of Commandant Instruction M16475.1C, this proposed rule is categorically excluded from further environmental documentation because promulgation of changes to drawbridge regulations have been found not to have a significant effect on the environment. A written "Categorical Exclusion Determination" is not required.

List of Subjects in 33 CFR Part 117

Bridges.

Regulations

For the reasons set out in the preamble, the Coast Guard amends part 117 of title 33, Code of Federal Regulations, as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05-1(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Revise § 117.869 (a) to read as follows:

§ 117.869 Columbia River.

(a) The draws of the Interstate 5 Bridges, mile 106.5, between Portland, OR, and Vancouver, WA, shall open on signal if one hour notice is provided between the hours of 6:30 a.m. and 6 p.m., except that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday, except federal holidays.

* * * * *

Dated: June 21, 1999.

Paul M. Blayney,

Rear Admiral, U.S. Coast Guard, Commander, 13th Coast Guard District.

[FR Doc. 99-16533 Filed 6-28-99; 8:45 am]

BILLING CODE 4910-15-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 99-222, RM-9602]

Radio Broadcasting Services; Fountain Green, UT

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: This document requests comments on a petition filed by Mountain West Broadcasting proposing the allotment of Channel 244A at Fountain Green, Utah. The channel can be allotted to Fountain Green without a site restriction at coordinates 39-37-42 NL and 111-38-24 WL.

DATES: Comments must be filed on or before August 9, 1999, and reply comments on or before August 24, 1999.

ADDRESSES: Federal Communications Commission, Washington, DC. 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner, as follows: Victor A. Michael, President, Mountain West Broadcasting, 6807 Foxglove Drive, Cheyenne, Wyoming 82009.

FOR FURTHER INFORMATION CONTACT: Kathleen Scheuerle, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a summary of the Commission's Notice of Proposed Rule Making, MM Docket No. 99-222, adopted June 9, 1999, and released June 18, 1999. The full text of this Commission decision is available for inspection and copying during normal business hours in the Commission's Reference Center, 445 Twelfth Street, SW, Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractors, International Transcription Services, Inc., 1231 20th Street, NW., Washington, DC. 20036, (202) 857-3800, facsimile (202) 857-3805.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all ex