

membership in the United States Airports for Better International Air Service. At the same time, the Department is involved in expanding the capabilities of Rickenbacker International Airport. The Department is concerned with the long term economic viability of both airports.

The Customs Service wishes to emphasize that the extension of the Port of Columbus limits to include Rickenbacker International Airport and the move of the port Customs office to Rickenbacker International Airport will not affect Customs service at either airport. Rickenbacker International Airport was a designated user fee airport. Now that the extension of the Port of Columbus is final, the airport will get regular Customs service. The Port Columbus International Airport will continue to receive its regular Customs service.

The Customs Service assures both commenters that there will be no change in the level of Customs service at either facility. Furthermore, Customs anticipates that it will be able to provide sufficient resources to process the increase in workload foreseen by the commenters.

Conclusion

Inasmuch as the comments are favorable toward the change as long as the current levels of Customs service are maintained and Customs anticipates no change in the level of service at either Rickenbacker International Airport or the Port Columbus International Airport, Customs is proceeding with the amendment.

Port Limits

The previous port limits of the port of Columbus, Ohio, established in Treasury Decision (T.D.) 82-9, included all of the territory within the corporate limits of Columbus, Ohio, all of the territory completely surrounded by the city of Columbus, and all of the territory enclosed by Interstate Highway 270 (outer belt), which completely surrounds the city.

The expanded port limits of Columbus, Ohio, encompass the port limits set forth in T.D. 82-9 as well as the following territory:

Beginning at the intersection of Rohr and Lockbourne Roads, then proceeding southerly along Lockbourne Road to Commerce Street, thence easterly along Commerce Street to its intersection with the N & W railroad tracks, then southerly along the N & W railroad tracks to the Franklin-Pickaway County line, thence easterly along the Franklin-Pickaway County line to its intersection with Pontius Road, then northerly along Pontius Road to its intersection with Rohr Road, thence westerly

along Rohr Road to its intersection with Lockbourne Road, the point of beginning, all within the County of Franklin, State of Ohio.

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 organization 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 offices participated in its development.

List of Subjects

19 CFR Part 101

Customs duties and inspection, Exports, Imports, Organization and functions (Government agencies).

19 CFR Part 122

Administrative practice and procedure, Air carriers, Aircraft, Airports, Customs duties and inspection, Freight, Reporting and recordkeeping requirements.

Amendments to the Regulations

For the reasons set forth in the preamble, part 101 and part 122 of the Customs Regulations are amended as set forth below.

PART 101—GENERAL PROVISIONS

1. The general authority citation for part 101 and the specific authority citation for § 101.3 continue to read as follows:

Authority: 5 U.S.C. 301, 19 U.S.C. 2, 66, 1202 (General Note 20, Harmonized Tariff Schedule of the United States), 1623, 1624.

Sections 101.3 and 101.4 also issued under 19 U.S.C. 1 and 58b;

* * * * *

§ 101.3 [Amended]

2. Section 101.3(b)(1) is amended by removing the reference "T.D. 82-9" in the "Limits of port" column adjacent to the entry of Columbus in the "Ports of

entry" column under the state of Ohio and by adding the reference "T.D. 96-67" in its place.

PART 122—AIR COMMERCE REGULATIONS

1. The general authority citation for part 122 continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 58b, 66, 1433, 1436, 1459, 1590, 1594, 1623, 1624, 1644; 49 U.S.C. App. 1509.

§ 122.15 [Amended]

2. The list of user fee airports in § 122.15(b) is amended by removing "Columbus, Ohio" from the left column labelled "Location" and by removing "Rickenbacker Airport" from the adjacent right column labelled "Name."

George J. Weise,

Commissioner of Customs.

Approved: August 29, 1996.

Dennis M. O'Connell,

Acting Deputy Assistant Secretary of the Treasury.

[FR Doc. 96-23896 Filed 9-17-96; 8:45 am]

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DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

25 CFR Parts 271, 272, 274, 277, and 278

RIN 1076-AD53

Contracts and Grants; School Construction; Special Grants to Small Tribes; Removal of Regulations

AGENCY: Bureau of Indian Affairs, Interior.

ACTION: Final rule.

SUMMARY: The Bureau of Indian Affairs is eliminating of 25 CFR Parts 271, 272, 274, 277 and 278 as mandated by Executive Order 12866 to streamline the regulatory process and enhance the planning and coordination of new and existing regulations.

EFFECTIVE DATE: September 18, 1996.

FOR FURTHER INFORMATION CONTACT:

James Thomas, Division of Self-Determination Services, Bureau of Indian Affairs, Department of the Interior, Room 4627, 1849 C Street NW, Washington, DC 20240, Telephone (202) 208-3708.

SUPPLEMENTARY INFORMATION: On June 3, 1996, at 61 FR 27833, the Bureau published a proposed rule to eliminate 25 CFR Part 274, School Construction Contracts or Services for Tribally Operated Previously Private Schools; Part 277, School Construction Contracts for Public Schools; and Part 278, Special

Grants for Economic Development and Core Management Grants to Small Tribes. These rules are no longer necessary, as they are being replaced by the new 25 CFR part 900, which implements the Indian Self-Determination and Education Assistance Act. We received no comments in response to the proposed rule.

The authority to issue rules and regulations is vested in the Secretary of the Interior by 5 U.S.C. 301 and sections 463 and 465 of the Revised Statutes, 25 U.S.C. 2 and 9.

This final rule has an effective date of less than 30 days after publication so that it may become effective as close as possible to the effective date of the new rule at 25 CFR part 900. Since part 900 replaces the parts eliminated by this rule, an earlier effective date will minimize the period during which two conflicting rules are in effect at the same time. This will minimize potential confusion among the users of the rules.

Executive Order 12988

The Department has certified to the Office of Management and Budget (OMB) that these proposed regulations meet the applicable standards provided in sections 3(a) and 3(b)(2) of Executive Order 12988.

Executive Order 12866

This rule is not a significant regulatory action under Executive Order 12866 and has not been reviewed by the Office of Management and Budget.

Regulatory Flexibility Act

This rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 et seq.).

Executive Order 12630

The Department has determined that this rule does not have significant "takings" implications. The rule does not pertain to "taking" of private property interests, nor does it affect private property.

Executive Order 12612

The Department has determined that this rule does not have significant Federalism effects because it pertains solely to Federal-tribal relations and will not interfere with the roles, rights and responsibilities of states.

NEPA Statement

The Department has determined that this rule does not constitute a major Federal action significantly affecting the quality of the human environment and

that no detailed statement is required under the National Environmental Policy Act of 1969.

Unfunded Mandates Act of 1995

This rule imposes no unfunded mandates on any governmental or private entity and is in compliance with the provisions of the Unfunded Mandates Act of 1995.

Paperwork Reduction Act of 1995

This rule has been examined under the Paperwork Reduction Act of 1995 and has been found to contain no information collection requirements.

Drafting Information: The primary author of this document is Kimberly Toyekoyah, Bureau of Indian Affairs, Department of the Interior.

List of Subjects in

25 CFR Part 271

Indians—tribal government, Indians—contracting.

25 CFR Part 272

Indians—tribal government, Indians—grants.

25 CFR Parts 274 and 277

Indians—school construction.

25 CFR Part 278

Indians—special grants for economic development—core management grants.

Under the authority of Executive Order 12866, and for the reasons stated above, the Parts 271, 272, 274, 277 and 278 are removed from 25 CFR Chapter I.

Dated: August 21, 1996.

Ada E. Deer,

Assistant Secretary, Indian Affairs.

[FR Doc. 96-23902 Filed 9-17-96; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army

32 CFR Part 619

Program for Qualifying Department of Defense (DOD), Air Freight Forwarders

AGENCY: Military Traffic Management Command, DOD.

ACTION: Final rule.

SUMMARY: This final rule adds qualification standards for Air Freight Forwarders and establishes a change in the basic agreement between the Military Traffic Management Command and Air Freight Forwarders requirements.

EFFECTIVE DATE: September 18, 1996.

ADDRESSES: Headquarters, Military Traffic Management Command, ATTN: MTOP-QQ, 5611 Columbia Pike, Falls Church, VA 22041-5050.

FOR FURTHER INFORMATION CONTACT: Rick Wirtz, telephone: 703-681-6393.

SUPPLEMENTARY INFORMATION:

a. Background

Basic information on the Carrier Qualification Program was previously published in the Federal Register, 53 FR 17970, 54 FR 27667, 55 FR 7361, 55 FR 52976 and 56 FR 45895 and 57 FR 11376.

b. Comments and Responses

Comment: Carrier objected to providing a list of carriers with who they contract, as per paragraph 609.6 of the proposed rule.

Response: MTMC requires this information in the event the carrier abandons or frustrates the shipment in order to maintain the control to overrule negative decisions made by the forwarders, if the need should arise.

Comment: MTMC should not be able to direct forwarders as to which carriers they can and cannot use.

Response: MTMC is ultimately responsible for the safe and timely delivery of all DOD cargo. In that capacity this organization retains the authority to approve or disapprove all carriers hauling federal freight.

Comment: In general, Air Freight Forwarders do not operate vehicles and therefore do not normally carry Public Liability Insurance.

Response: Code of Federal Regulations 49 387.9 states carriers for hire in interstate or foreign commerce (property) must maintain a minimum limit of \$750,000. Due to the volume of carriers that forwarders do business with, MTMC requires \$1,000,000 in liability insurance. All carriers participating in the movement of DOD freight will provide this minimum.

Comment: Rules must reflect the fact that Air Freight Forwarders operate on a released-value basis and do not provide full-value protection, unless additional transportation charges are paid.

Response: MTMC requires \$250,000 per shipment cargo insurance. Again, due to the high volume of carriers providing transportation services for the forwarders.

Comment: Performance bonds are redundant since cargo losses and damages are covered under cargo insurance, and on-time delivery is covered by reduction in rates to service provided.

Response: The bond secures performance and fulfillment of the