"available to participate in the Federal procurement market." (emphasis added). A class of products is considered to be a particular Product and Service Code (PSC) under the Federal Procurement Data System or an SBA recognized product line within a PSC. To be considered available to participate in the Federal procurement market, a small business must have been awarded a contract by the Federal government to supply that particular class of products, either directly or through a dealer, or offered on a solicitation within the past two years from the date of request for waiver. SBA has been requested to issue a waiver for each of the classes of products listed above because of an apparent lack of any small business manufacturers or processors of them available to participate in the Federal procurement market. SBA searched its Procurement Automated Source System (PASS) for small business manufacturers or processors. No small business manufacturers or processors were identified as available to participate in the Federal procurement market. We then published a notice to the public in the **Federal Register** on August 19, 1991 (56 FR 41057) stating our intention to grant waivers for these classes of products unless sources were found. The notice described the legal provisions for a waiver, how SBA defines the market, and requested information on small business manufacturers or processors available to participate in the Federal procurement market.

We received no new information as a result of this notice. These waivers are thus granted pursuant to statutory authority under section 210 of Public Law 101–574. A waiver for a designated class of products is for an indefinite period, but is subject to an annual review or upon receipt of information indicating that the conditions required for a waiver no longer exist. If SBA determines that the conditions required for a waiver no longer exist, the waiver will be terminated. That termination will be published in the **Federal Register.**

Robert J. Moffitt,

Chairman, Size Policy Board.

[FR Doc. 91–23651 Filed 10–1–91; 8:45 am]

BILLING CODE 8025–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 91–ANM–12]

Establishment of Additional Control Area: Schloredt, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes controlled airspace at Schloredt, Wyoming. There has been an increase in the number of general aviation and air taxi flights between Spearfish, South Dakota and Gillette, Wyoming. This action will permit direct routing of aircraft and enable air traffic control to provide instrument clearance to aircraft in controlled airspace.

EFFECTIVE DATE: 0901 u.t.c., November 14, 1991.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM–535, 1601 Lind Avenue SW., Renton, Washington 98055–4056, Telephone: (206) 227–2535.

SUPPLEMENTARY INFORMATION:

History

On July 19, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish controlled airspace at Schloredt, Wyoming (56 FR 33217). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the control area is adopted as proposed, except for a change to reflect the correct coordinates of the Gillette VOR, which were incorrectly published in the NPRM. Section 71.163 of part 71 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes controlled airspace at Schloredt, Wyoming. There has been an increase in the number of general aviation and air taxi flights between Spearfish, South Dakota and Gillette, Wyoming. This action will permit direct routing of aircraft and enable air traffic control to provide instrument clearances to aircraft in a controlled airspace environment throughout the entire flight. This will improve the flow of traffic, reduce operating costs and fuel consumption to the public, and reduce controller work load.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 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 a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, Control area.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

2. Section 71.163 is amended as follows:

§ 71.163 [Amended]

Schloredt, Wyoming [New]

That airspace extending upward from 8,000 feet MSL bounded on the east by an arc of a 53 mile-radius of the Ellsworth Air Force Base, South Dakota, (lat. 44°08'45" N, long. 103°06'15" W), on the southwest by the north edge of V–86, and on the northwest by a line 5.3 miles north of and parallel to the Gillette VOR (lat. 44°20'52" N, long. 105°32'35" W) 082° radial.

Issued in Seattle, Washington on September 16, 1991.

Temple H. Johnson, Jr.,

Manager, Air Traffic Division.

[FR Doc. 91–23662 Filed 10–1–91; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Part 71

[Airspace Docket No. 91-ANM-10]

Establishment of Additional Control Area; Sun River, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a transition area to provide controlled airspace for a new VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) approach to the Sun River Airport, Sun River, Oregon. The transition area will segregate aircraft operating under visual flight rules (VFR) form those operating under instrument flight rules (IFR). The area will be depicted on aeronautical charts to provide references for pilots.

EFFECTIVE DATE: 0901 u.t.c., November 14, 1991.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM–535, 1601 Lind Avenue SW., Renton, Washington 98055–4056, telephone: (206) 227–2535.

SUPPLEMENTARY INFORMATION:

History

On July 26, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish controlled airspace at Sun River, Oregon (56 FR 34155). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the control area is adopted as proposed, except for a change to reflect the correct coordinates of the Sun River Airport. Section 71.181 of part 71 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes controlled airspace for the new VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) approach to the Sun River Airport, Sun River, Oregon. The transition area will segregate aircraft operating under visual flight rules (VFR) from those operating under instrument flight rules (IFR). The area will be depicted on aeronautical charts to provide references for pilots.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 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 a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, Transition areas.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

2. Section 71.181 is amended as follows:

Sun River, Oregon [New]

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Sun River, Oregon, Airport (lat. 43°52'36" N, long. 121°27'06" W), and within 4 miles each side of the Redmond, Oregon VORTAC (lat. 44°15'11" N, long. 121°18'09" W) 197° radial extending from the 7-mile radius to 10 miles north of the Sun River Airport.

Issued in Seattle, Washington on September 18, 1991.

Temple H. Johnson, Jr.,

Manager, Air Traffic Division.

[FR Doc. 91–23663 Filed 10–1–91; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 91-ANM-8]

Establish Transition Area; Albany, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a transition area to provide controlled airspace for the new VHF Omnidirectional Range (VOR)–A approach to the Albany Municipal Airport, Albany, Oregor . The transition area will segregate aircraft operating under visual flight rules (VFR) from those operating under instrument flight rules (IFR). The area will be depicted on aeronautical charts to provide references to pilots.

EFFECTIVE DATE: 0901 u.t.c., November 14, 1991.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM–535, 1601 Lind Avenue SW., Renton, Washington 98055–4056, Telephone: (206) 227–2535.

SUPPLEMENTARY INFORMATION:

History

On July 2, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish a transition area at Albany, Oregon (56 FR 30354). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the transition area is adopted as proposed, except for a correction to delete the reference to the Corvalis 700-foot transition area, which does not exist. Section 71.181 of part 71 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations establishes controlled airspace at Albany, Oregon to accommodate a new VHF Omnidirectional Range (VOR)–A approach to the Albany Municipal Airport, Albany, Oregon. The transition area will segregate aircraft operating under visual flight rules (VFR) from those operating under instrument flight rules (IFR). The area will be depicted on aeronautical charts to provide references for pilots.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 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 a significant economic impact positive or

negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation Safety, Transition areas.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

2. Section 71.181 is amended as follows:

Albany, Oregon, Transition Area [New]

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Albany, Oregon Airport (lat. 44°38'17" N, long. 123°03'30" W), and within 2 miles either side of the Cowalis, Oregon VOR/DME (lat. 44°29'59" N, long. 123°17'33" W) 048° radial; excluding that airspace within the Eugene, Oregon, 700 foot transition area.

Issued in Seattle, Washington, on September 16, 1991.

Temple H. Johnson, Jr.,

Manager, Air Traffic Division.

[FR Doc. 91–23664 Filed 10–1–91; 8:45 am]

BILLING CODE 4910–13–M

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14 CFR Part 71

[Airspace Docket No. 91–ANM–11]

Amendment to The Dalles Transition Area, The Dalles, OR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends The Dalles, Oregon Transition area. This action provides controlled airspace for The Dalles VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME)–A approach segment from The Dalles VORTAC to MUGGZ intersection which is presently outside of controlled airspace.

EFFECTIVE DATE: 0901 u.t.c., November 14, 1991.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM–535, 1601 Lind Avenue S.W., Renton, Washington 98055–4056, telephone: (206) 227–2535.

SUPPLEMENTARY INFORMATION:

History

On July 29, 1991, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend The Dalles, Oregon Transition area (56 FR 35838). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the transition area is adopted as proposed, except for a change to reflect the correct coordinates of The Dalles VORTAC. Section 71.181 of part 71 of the Federal Aviation Regulations was republished in Handbook 7400.6G dated September 4, 1990.

The Rule

This amendment to part 71 of the Federal Aviation Regulations amends The Dalles, Oregon Transition Area. This action provides controlled airspace for The Dalles VOR/DME–A approach segment from The Dalles VORTAC to MUGGZ intersection which is presently outside of controlled airspace. This action will segregate aircraft operating under visual flight rules from aircraft operating under instrument flight rules. The area will be depicted on aeronautical charts for pilot reference.

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. It, therefore—(1) is not a "major rule" under Executive Order 12291; (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 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 a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, Transition area.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended, as follows:

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, AND REPORTING POINTS

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. App. 1348(a), 1354(a), 1510; Executive Order 10854; 49 U.S.C. 106(g) (Revised Pub. L. 97–449, January 12, 1983); 14 CFR 11.69.

2. Section 71.181 is amended as follows:

The Dalles, Oregon [Revised]

That airspace extending upward from 700 feet above the surface within a 5-mile radius of The Dalles Municipal Airport (lat. 45°37'07"N, long. 121°09'58"W), and that airspace within 5-miles each side of The Dalles VORTAC (lat. 45°42'49"N, long. 121°05'59"W) 184° radial extending from The Dalles VORTAC to 17.5-miles south of the VORTAC, and that airspace between The Dalles VORTAC 206° radial clockwise to the 222° radial extending from the 5-mile radius of the Airport to the 11.5-mile radius of the Airport, and that airspace 5-mile either side of the 17.3-mile radius of the VORTAC between the 121° radial clockwise to the 206° radial: that airspace extending upward from 1,200 feet above the surface within 8-miles north and 6-miles south of The Dalles VORTAC 281° radial and 101° radial extending from 7-miles west to 14-miles east of the VORTAC, and within 5-miles north of the VORTAC 101° radial extending from 14-miles east to 23-miles east of the VORTAC, and that airspace within a 23-mile radius of the VORTAC extending clockwise from the 101° radial to the 272° radial, excluding the airspace within the Portland, Oregon, Transition area.

Issued in Seattle, Washington, on September 16, 1991.

Temple H. Johnson, Jr.,

Manager, Air Traffic Division.

[FR Doc. 91–23665 Filed 10–1–91; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 10

[T.D. 91–82]

Elimination of License Requirement for Canadian Petroleum Imports

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

ACTION: Final rule.

SUMMARY: This document amends the Customs Regulations so that they will accurately reflect current law and practice. The regulations permit duty free importation of Canadian crude petroleum when certain conditions are