

TABLE 1

| Inspection services (bulk or sacked grain) | Official inspection or reinspection services |
|--|--|
| (1) Official sample-lot inspection service (white certificate): | |
| (i) For official grade and official factor determinations: | |
| (a) Truck or trailer (per inspection) ² | \$0.30 |
| (b) Boxcar or hopper car (per inspection) ² | 0.95 |
| (c) Barge (per inspection) ² | 6.15 |
| (d) Ship (per metric ton) ³ | 0.016 |
| All other lots (per inspection) ^{2,4} | 0.30 |
| (ii) For official factor or official criteria determinations: | |
| (a) Factor determination (per inspection) (maximum 2 factors) ⁵ | 0.20 |
| (b) Official criteria ^{2,6} | 0.20 |
| (2) Stowage examination certificates: | |
| (i) Ship (per stowage certificate) | 3.00 |
| (ii) Other carriers (per stowage certificate) | 0.20 |
| (3) Warehouseman's sample-lot inspection service (yellow certificate) or submitted sample inspection service (pink certificate): | |
| (i) For official grade and official factor determination (per inspection) | 0.30 |
| (ii) For official factor or official criteria determinations: | |
| (a) Factor determination (per inspection) (maximum 2 factors) ⁵ | 0.20 |
| (b) Official criteria ^{2,6} | 0.20 |
| (4) Reinspection services: | |
| (i) Truck, boxcar, hopper car, barge, ship, warehouseman's sample-lot, submitted sample, factor determination, and all other lots (per sample inspected) | 0.30 |
| (ii) Official criteria ^{2,6} | 0.20 |

Note: The footnotes for table 1 are shown at the end of table 2.

TABLE 2

| Official services (bulk or sacked grain) | Official weighing services | |
|---|----------------------------|------------|
| | (Class X) | (Class Y) |
| Official weighing services: | | |
| (i) Truck or trailer (per carrier) | \$0.30 | \$0.20 |
| (ii) Boxcar or hopper car (per carrier) | .95 | .25 |
| (iii) Barge (per carrier) | 6.15 | 1.55 |
| (iv) Ship ^{3,7} | 0.016/metric ton | 12.30/ship |
| (v) All other lots (per lot or part lot) ⁴ | .30 | .20 |

¹ The fees include the cost of supervision functions performed by the Service for official inspection and weighing services performed by delegated States and/or designated agencies.

² A fee shall be assessed for each carrier or sample inspected if a combined lot certificate is issued or a uniform loading plan is used to determine grade.

³ A fee shall be assessed per ship regardless of the number of lots or sublots loaded at a specific service point. A fee shall not be assessed for divided-lot certificates.

⁴ Inspection services for all other lots include, but are not limited to, sampling service, condition examinations, and examination of grain in bins and containers. For weighing services, all other lots include, but are not limited to, seavans, and inhouse bin transfers.

⁵ Fees shall be assessed for a maximum of two factors. If more than two factors are determined, fees are assessed at rates in table 1 (1)(i) or (3)(i) above, as applicable, based on carrier or type sample represented.

⁶ Official criteria includes, but is not limited to, protein and oil analyses. A fee shall be assessed for each sample tested.

⁷ A Class Y ship fee shall be assessed for shipments destined for domestic markets only.

* * * * *

§ 800.73 [Amended]

3. Section 800.73, paragraph (e) is removed; paragraph (f) is redesignated as (e); paragraph (g) is redesignated as (f).

David R. Shipman,

*Acting Administrator, Grain Inspection,
Packers and Stockyards Administration.*

[FR Doc. 03-28831 Filed 11-18-03; 8:45 am]

BILLING CODE 3410-EN-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-16342; Airspace
Docket No. 03-AAL-15]

Proposed Establishment of Class E Airspace; Southeast, AK

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This action proposes to
establish new Class E airspace over

Southeast, AK in support of a lower
altitude Instrument Flight Rules (IFR)
route structure. The FAA, under the
Capstone program, is using technology
developed to take advantage of the
benefits of the Global Positioning
System (GPS) and the Wide Area
Augmentation System (WAAS) to
enhance safety for aircraft utilizing IFR
and Visual Flight Rules (VFR)
operations. With the support of the
Alaska Aviation Industry Council, the
Capstone demonstration program that
has utilized GPS/WAAS technology
successfully in the Yukon-Kuskokwim
Delta area is being extended into