

of the USTR, 1724 F Street, NW., Washington, DC 20508, telephone (202) 395-3475. Substantive questions should be addressed to Faraaz Siddiqi, Director for Trade Capacity Building, Office of the USTR, telephone (202) 395-2839.

SUPPLEMENTARY INFORMATION: The United States has entered into negotiations for a free trade agreement with the five SACU countries: Botswana, Namibia, Lesotho, Swaziland and South Africa. The participants seek to reach an agreement that eliminates tariffs and other barriers to trade in goods, agriculture, services, and investment between the United States and the five SACU countries. The participants seek to complete the negotiations by the end of 2004.

Four rounds of negotiations are planned in 2003. To date, two have occurred. Negotiating groups cover the following topics: Market access; investment and services; government procurement and intellectual property; labor and environment; and institutional issues such as dispute settlement. A non-negotiating cooperative group on trade capacity building ("TCB Working Group") has been meeting in parallel with the negotiating groups. The TCB Working Group seeks to address, to the extent possible, the needs of the SACU countries in preparing for negotiations, implementation of the agreement and transition to free trade. The USG is currently assisting countries in completing trade capacity building strategies to guide the work of the TCB Working Group. Once completed, these strategies are intended to identify, define and prioritize each country's needs.

The United States and the SACU countries seek to attract additional resource partners that can legitimately contribute to the trade capacity building efforts in support of the SACU FTA. The United States and SACU countries seek resource partners that are prepared to provide wholly self-funded (cash or in-kind) assistance for the trade capacity building support that they propose to deliver in the context of these trade initiatives. Interested parties should present a brief description of their potential contribution.

There are two parts to TCB Working Group meetings. The first involves a meeting of exclusively government officials from the United States and SACU countries. The second part involves government officials from the United States and the SACU countries and representatives from resource partners outside the governments, such as international financial institutions,

NGOs, corporate sponsors and private foundations. Resource partners that volunteer to participate based on their ability to self-fund technical assistance or self-fund other trade capacity building services in response to the needs identified by the SACU countries in the FTA process may be invited to join the TCB Working Group. Resource partners that are selected to join the TCB Working Group will be welcome to attend the TCB Working Group meetings that are not restricted to government officials and are open to other resource partners. Requests for contract or grant funding from the USG will not be permitted during TCB Working Group meetings.

Submitting Comments: To ensure prompt and full consideration of responses, the TPSC strongly recommends that interested persons make submissions by electronic mail to the following e-mail address:

FR0101@ustr.gov. Persons making submissions by e-mail should use the following subject line: "SACU TCB Assistance." Documents should be submitted as either WordPerfect, MSWord, or text (.TXT) files. Supporting documentation submitted in spreadsheet form is acceptable in either the Quattro Pro or Excel format. For any document containing business confidential information submitted electronically, the file name of the business confidential version should begin with the characters "BC-", and the file name of the public version should begin with the character "P-". The "P-" or "BC-" should be followed by the name of the submitter. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. Similarly, to the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Written comments will be placed in a file open to public inspection pursuant to 15 CFR 2003.5, except confidential business information exempt from public inspection in accordance with 15 CFR 2003.6. Confidential business information submitted in accordance with 15 CFR 2003.6 must be clearly marked "BUSINESS CONFIDENTIAL" at the top of each page, including any cover letter or cover page, and must be accompanied by a non-confidential summary of the confidential information. All public documents and non-confidential summaries shall be available for public inspection in the USTR Reading Room in Room 3 of the annex of the Office of the USTR, 1724

F Street, NW., Washington, DC 20508. An appointment to review the file may be made by calling (202) 395-6186. The USTR Reading Room is generally open to the public from 10 a.m.-12 noon and 1 p.m.-4 p.m., Monday through Friday. Appointments must be scheduled at least 48 hours in advance.

Additional information may be reported in websites or other public announcements related to SACU trade capacity building activities. General information concerning USTR may be obtained by accessing its Internet server (<http://www.ustr.gov>). General information concerning USAID may be obtained by accessing its Internet server (<http://www.usaid.gov>).

Carmen Suro-Bredie,
Chairman, Trade Policy Staff Committee.
[FR Doc. 03-27874 Filed 11-4-03; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for approval of a new collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 8, 2003 on page 40730.

DATES: Comments must be submitted on or before December 5, 2003. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Information for the Prevention of Aircraft Collisions on Runways at Towered Airports.

Type of Request: Approval of a new collection.

OMB Control Number: 2120-xxxx.
Form(s): N/A.

Affected Public: A total of 10,000 airport and aircraft operators.

Abstract: Runway incursions are a risk to the public traveling in aircraft. Reduction of runway incursions is listed by the DOT Office of the Inspector General as one of the top ten transportation management improvements needed, the National Transportation Safety Board (NTSB) has selected runway safety as one of their "most wanted" transportation safety improvements, and the FAA Administrator has directed that runway safety be one of the FAA's top five safety priorities. FAA has been concentrating on this issue for a decade and progress has been elusive, in part because of a lack of feedback from people working and flying on the runways in the NAS. Feedback from surveys will be used in the prevention of runway collisions and in the reduction of the severity and frequency of runway incursions.

Estimated Annual Burden Hours: An estimated 1,670 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on October 29, 2003.

Judith D. Street,

FAA Information Collection Clearance Officer, APF-100.

[FR Doc. 03-27755 Filed 11-4-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Agency Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice

announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection information was published on July 25, 2003 on page 44137.

DATES: Comments must be submitted on or before December 5, 2003. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Safe Disposition of Life Limited Aircraft Parts.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0665.

Forms(s) N/A.

Affected Public: A total of 8,000 air carriers and manufacturers.

Abstract: This action responds to the Wendall H. Ford Investment and Reform Act for the 21st Century by requiring that all persons who remove any life-limited aircraft part be required to have a method to prevent the installation of that part after it has reached its life limit. This action reduces the risk of life-limited parts being used beyond their life limits. This action also requires that manufacturers of life-limited parts provide marking instructions, when requested.

Estimated Annual Burden Hours: An estimated 104,000 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington DC, on October 29, 2003.

Judith D. Street,

FAA Information Collection Clearance Officer, APF-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2003-16227]

Policy and Procedures Concerning the Use of Airport Revenue: Petition of Sarasota-Manatee Airport Authority To Allow Use of Airport Revenue for Direct Subsidy of Air Carrier Operations

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Request for comments.

SUMMARY: This notice requests comments on a petition to amend the current Policy and Procedures Concerning the Use of Airport Revenue ("Revenue Use Policy"). The petitioner Sarasota-Manatee Airport Authority is an airport operator subject to the provisions of the Revenue Use Policy. The petitioner requests that the FAA amend the Revenue Use Policy to permit certain airport operators to use airport revenue for the direct subsidy of commercial air carrier operations under specific and limited circumstances. Currently, the Revenue Use Policy prohibits all airport operators that are the recipient or subject of Federal assistance for airport improvements ("airport sponsors") from using airport revenue to provide direct subsidies to air carriers for the provision of commercial service. However, the petitioner represents that some airport sponsors have been able to provide either financial subsidies or revenue guarantees to secure air carrier service. These airport sponsors have been general-purpose municipalities that can use funds from non-airport sources. On the other hand, those airport sponsors governed by a special-purpose airport authority cannot provide direct subsidies to air carriers, because all of their funds are considered airport revenue subject to the prohibitions in the Revenue Use Policy. The FAA is publishing for comment the petitioner's suggestion to consider limited use of airport revenue for direct subsidy of air carrier operations to be an "operating cost" of the airport under the Revenue Use Policy.