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A person requesting that information contained in a comment submitted by that person be treated as confidential business information must certify that such information is business confidential and would not customarily be released to the public by the submitter. Confidential business information must be clearly designated as such and the submission must be marked "Business Confidential" at the top and bottom of the cover page and each succeeding page of the submission.

Information or advice contained in a comment submitted, other than business confidential information, may be determined by USTR to be confidential in accordance with section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitting person believes that information or advice may qualify as such, the submitting person—

(1) Must clearly so designate the information or advice;

(2) Must clearly mark the material as "Submitted in Confidence" at the top and bottom of each page of the cover page and each succeeding page; and

(3) Is encouraged to provide a non-confidential summary of the information or advice.

Pursuant to section 127(e) of the URAA (19 U.S.C. 3537(e)), USTR will maintain a file on this dispute settlement proceeding, accessible to the public, in the USTR Reading Room, which is located at 1724 F Street, NW., Washington, DC 20508. The public file will include non-confidential comments received by USTR from the public with respect to the dispute; if a dispute settlement panel is convened, the U.S. submissions to that panel, the submissions, or non-confidential summaries of submissions, to the panel received from other participants in the dispute, as well as the report of the panel; and, if applicable, the report of the Appellate Body. An appointment to review the public file (Docket No. WT/DS-310, Canada Wheat Injury Dispute) may be made by calling the USTR Reading Room at (202) 395-6186. The USTR Reading Room is open to the

public from 9:30 a.m. to noon and 1 p.m. to 4 p.m., Monday through Friday.

Daniel E. Brinza,

Assistant United States Trade Representative for Monitoring and Enforcement.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular (AC) 20-FIS-B, Safety and Interoperability Requirements for Initial Domestic Flight Information Service-Broadcast

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Advisory Circular (AC) 20-FIS, Safety and Interoperability Requirements for Initial Domestic Flight Information Service-Broadcast (FIS-B). This proposed AC supports the use of Flight Information Service-Broadcast weather and other aeronautical data link products for enhance situational awareness. In it, we (1) describe a standardized way to identify the data communications operations environment, (2) how to execute an operational hazard assessment, and (3) allocate resulting safety and interoperability requirements for installing FIS-B equipment.

DATES: Comments must be received on or before August 9, 2004.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue, SW., Washington, DC 20591. Attn: Mr. Kevin Mattison. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Kevin Mattison, AIR-130, Room 815, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (202) 385-4636, FAX: (202) 385-4651. Or, via e-mail at: Kevin.mattison@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed AC listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed AC may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director of the Aircraft Certification Service before issuing the final Advisory Circular.

Background

For many years, the Aircraft Communication Addressing and Reporting (ACARS) has given aircraft operators a means of digitally up-linking weather and National Airspace System (NAS) status information for display in text format. The FAA's goal for FIS in the cockpit is to use digital data link to deliver information to the pilot, and in so doing, improve safety, reduce costs to users and the FAA, and increase the utility, efficiency, and capacity of the NAS. Timely delivery or high quality, accurate, and consistent information is essential for sound operational decisions by pilots, controllers, and dispatchers. As such, the objective of this proposed AC is to give pilots strategic information to help with their in-flight planning before arriving or departing the terminal area.

How To Obtain Copies

You may get a copy of the proposed AC from the Internet at: <http://www.airweb.faa.gov/rgl>. Once on the RGL Web site, select "Advisory Circular", then select the document by number. See section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address if requesting a copy by mail.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 04-16106 Filed 7-14-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice: Hartsfield-Jackson Atlanta International Airport

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Atlanta for Hartsfield-Jackson Atlanta International Airport (HJAIA) under the provisions of 49 U.S.C. 47501 *et seq.*, (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is June 22, 2004.

FOR FURTHER INFORMATION CONTACT: Parks Preston, Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Ave., Campus Bldg., Suite 2-260, College Park, GA 30337, 404-305-7149.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for HJAIA are in compliance with applicable requirements of Part 150, effective June 22, 2004. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the HJAIA. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes the NEM graphics that depict the 2003 and 2008 noise contours, and supporting documentation required by sections 150.21 and A150.101. The supporting documentation consists of:

1. Runway locations, airport boundaries, noise contours of Ldn 65, 70, and 75 dB, and noncompatible land uses within the noise contours (Figures 3-8 and 4-4).

2. Flight tracks (Section 3.5 and 4.5, Figures 3-2 to 3-5 and 4-2 to 4-3).

3. Location of noise sensitive public buildings (such as schools, hospitals, and health care facilities), and properties on or eligible for inclusion in the National Register of Historic Places (Figures 3-8 and 4-4).

4. Locations of noise monitoring sites (Figure A.1).

5. Estimates of the number of people residing within the Ldn 65, 70, and 75 dB contours (Sections 3.9 and 4.9).

6. Operational information and fleet mix (Tables 3.3 and 4.2, Figure 4.1).

7. Consultation (Appendix B).

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on June 22, 2004.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section

150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Atlanta Airports District Office, 1701 Columbia Ave., Campus Bldg., Suite 2-260, College Park, GA, and Hartsfield-Jackson Atlanta International Airport, 600 N. Terminal Parkway, Atlanta, GA. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in College Park, Georgia on June 22, 2004.

Scott L. Seritt,

Manager, Atlanta Airports District Office.

[FR Doc. 04-16103 Filed 7-14-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Environmental Impact Statement: Sitka Rocky Gutierrez Airport, Sitka, AK**

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Supplement notice of intent.

SUMMARY: The Federal Aviation Administration announces that it will prepare an Environmental Impact Statement (EIS) for implementation of actions proposed at the Sitka Rocky Gutierrez Airport. Public and Agency Scoping Meetings will be conducted for the Federal Aviation Administration to receive comments regarding the preparation of the EIS.

Responsible Official: Patricia A. Sullivan, Environmental Specialist, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587.

FOR FURTHER INFORMATION CONTACT: Ryk Dunkelberg, Project Manager, Barnard Dunkelberg & Company, Cherry Street Building, 1616 East Fifteenth Street, Tulsa, Oklahoma 74120, Phone: 918/585-8844, e-mail: sitkaeis@bd-c.com.

To Submit Written Comments, Send To: Assistant Project Manager, Barnard Dunkelberg & Company, 1430 Larimer Square, Suite 203, Denver, Colorado 80202, Phone: 303/825-8844; e-mail: sitkaeis@bd-c.com.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration published a Notice of Intent on December 12, 2002, to prepare an EIS for implementation of proposed actions