

agencies of the United States Government and will remain in place for two years from the effective date, except to the extent that the Secretary of State or Deputy Secretary of State may subsequently determine otherwise. A new determination will be made in the event that circumstances change in such a manner as to warrant a change in the duration of sanctions.

Dated: September 24, 2004.

Susan F. Burk,

Acting Assistant Secretary of State for Nonproliferation, Department of State.

[FR Doc. 04-21790 Filed 9-28-04; 8:45 am]

BILLING CODE 4710-27-P

DEPARTMENT OF STATE

[Public Notice 4840]

United States Climate Change Science Program

ACTION: Request expert review of the Intergovernmental Panel on Climate Change (IPCC) and Technology and Economic Assessment Panel (TEAP) "Special Report on Safeguarding the Ozone Layer and the Global Climate System: Issues Related to Hydrofluorocarbons and Perfluorocarbons" (SROC).

SUMMARY: In addition to periodic assessments of the science, impacts, and socio-economic aspects of climate change, the IPCC provides, on request, advice to the Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC) and its bodies. The Eighth Conference of Parties to the UNFCCC and the Fourteenth Meeting of the Parties to the Montreal Protocol invited the IPCC and TEAP to prepare a special report on ozone and climate by early 2005. The report assesses scientific and technical information relating to decisions and policies on alternatives to ozone-depleting substances, thus contributing to the objectives of both the Montreal Protocol and the UNFCCC. The report covers chemicals in use or likely to be used in the next decade. A Steering Committee from IPCC Working Group I and III and TEAP is overseeing the preparation of this Special Report, which is being written by a team of over 100 authors under established IPCC rules and procedures.

The IPCC Secretariat has informed the U.S. Department of State that the second-order SROC draft is available for expert and Government review. The Climate Change Science Program Office (CCSPO) is coordinating collection of U.S. expert comments and the review of

these collations by panels of Federal scientists and program managers to develop a consolidated U.S.

Government submission. Instructions on how to format comments are available at <http://www.climate-science.gov/Library/ipcc/sroc-review.htm>, as is the document itself. Comments must be sent to CCSPO by 2 November 2004 to be considered for inclusion in the U.S. Government collation.

TIME AND DATE: Properly formatted comments should be sent to CCSPO at sroc-USGreview@climate-science.gov by COB Tuesday, 2 November 2004. Include report acronym and reviewer surname in e-mail subject title to facilitate processing.

FOR FURTHER INFORMATION CONTACT: David Dokken, U.S. Climate Change Science Program, Suite 250, 1717 Pennsylvania Ave, NW., Washington, DC 20006 (<http://www.climate-science.gov>).

Dated: September 22, 2004.

Edward J. Fendley

Office Director, Acting, Office of Global Change, Bureau of Oceans and International Environmental and Scientific Affairs, Department of State.

[FR Doc. 04-21698 Filed 9-28-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Advisory Circular Number AC 23-17B]

Advisory Circular on Systems and Equipment Guide for Certification of Part 23 Airplanes and Airships

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces a Federal Aviation Administration (FAA) proposed advisory circular that sets forth an acceptable means, but not the only means of showing compliance with Title 14 Code of Federal Regulations (14 CFR), part 23, for the certification of systems and equipment in normal, utility, acrobatic, and commuter category airplanes and airships. The policy in this advisory circular is considered applicable for airship projects; however, the certifying office should only use specific applicability and requirements if they are determined to be reasonable, applicable and relevant to the airship project. This advisory circular applies to subpart D from 23.671 and subpart F. This advisory circular both consolidates

existing policy documents, and certain advisory circulars that cover specific paragraphs of the regulations, into a single document and adds new guidance. This notice is necessary to advise the public of this FAA advisory circular and give all interested persons an opportunity to present their views on it.

DATES: Send your comments by October 29, 2004.

Discussion: We are making this proposed advisory circular available to the public and all manufacturers for their comments.

ADDRESSES: Copies of the proposed advisory circular, AC 23-17B, may be requested from the following: Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106. The proposed advisory circular is also available on the Internet at the following address <http://www.airweb.faa.gov/AC>. Send all comments on this proposed advisory circular to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Leslie B. Taylor, Federal Aviation Administration, Small Airplane Directorate, Regulations & Policy, ACE-111, 901 Locust Street, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4134; fax: 816-329-4090; e-mail: leslie.b.taylor@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite your comments on this proposed advisory circular. Send any data or views as you may desire. Identify the proposed Advisory Circular Number AC 23-17B on your comments, and if you submit your comments in writing, send two copies of your comments to the above address. The Small Airplane Directorate will consider all communications received on or before the closing date for comments. We may change the proposal contained in this notice because of the comments received.

Comments sent by fax or the Internet must contain "Comments to proposed advisory circular AC 23-17B" in the subject line. You do not need to send two copies if you fax your comments or send them through the Internet. If you send comments over the Internet as an attached electronic file, format it in either Microsoft Word 97 for Windows or ASCII text.

State what specific change you are seeking to the proposed advisory circular and include justification (for

example, reasons or data) for each request.

Issued in Kansas City, Missouri on September 21, 2004.

David R. Showers,

*Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.*

[FR Doc. 04-21861 Filed 9-28-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Addison Airport; Addison, TX

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the Town of Addison for Addison Airport 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.

DATES: Effective Date: The effective date of the FAA's determination on the noise exposure maps is September 22, 2004.

FOR FURTHER INFORMATION CONTACT: Paul Blackford, Federal Aviation Administration, Airports Division, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298, telephone (817) 222-5607.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Addison Airport are in compliance with applicable requirements of part 150, effective September 22, 2004. Under 49 U.S.C. 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 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 Town of Addison. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes the following from the August 2004, 14 CFR part 150 Noise Compatibility Study Update: Exhibit 1, 2002 Noise Exposure Map Contour With Land Use; Exhibit 2, 2007 Noise Exposure Map Contour With Land Use; Exhibit 2E, Forecast Noise Measurement Sites and Table 3B, Measurement Results Summary; Table 3D, Operational Fleet Mix Projections and Table 3F, Existing Runway Use; Exhibits 3F-3H and 3J, Flight Tracks; Table 3G, Comparative Areas of Noise Exposure; Table 4B, Noise Sensitive Land Uses Exposed to 2002 Aircraft Noise; Table 4C, Population Exposed to 2002 Aircraft Noise; Table 4E, Noise—Sensitive Land Uses Exposed to 2007 Aircraft Noise; Appendix B, Coordination, Consultation, and Public Involvement. There are no Historic Resources within the DNL 65 contour. The FAA has determined that these noise exposure maps and accompanying documentation is in compliance with applicable requirements. This determination is effective on September 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 is available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; Mark Acevedo, Director of General Services, Town of Addison, 16801 Westgrove Drive, Addison, Texas 75001.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Fort Worth, Texas, September 22, 2004.

Naomi L. Saunders,

Manager, Airports Division.

[FR Doc. 04-21865 Filed 9-28-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

User Input to the Aviation Weather Technology Transfer (AWTT) Board

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

ACTION: Notice of public meeting.

SUMMARY: FAA will hold an informal public meeting to seek aviation weather user input. Details: October 12, 2004, Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109; 10:30 p.m. to 3 p.m. in rooms N227/N228/N229/N230. The objective of this meeting is to provide an opportunity for interested aviation weather users to provide input on FAA's plans for implementing new weather products.

DATES: The meeting will be held in rooms N227/N228/N229/N230 at the Las Vegas Convention Center, 3150 Paradise Road, Las Vegas, Nevada 89109 in conjunction with the National Business Aviation Association, Inc.