

the OCR, the Trade Representative has determined to revoke the identification of Ukraine as a PFC under section 182 and instead has placed Ukraine on the Priority Watch List.

Termination of Action

Section 307(a) of the Trade Act authorizes the Trade Representative to “modify or terminate any [Section 301] action, subject to the specific direction, if any, of the President * * * if * * * such action is being taken under Section 301(b) and is no longer appropriate.” In passing the amendments to its Laser-readable Disc Law, in improving its record of IPR enforcement, and by agreeing to the creation of an Enforcement Coordination Group, the Government of Ukraine has responded adequately to the two issues (inadequate IPR legislation and inadequate IPR enforcement) that were the basis of the PFC designation and the Trade Representative’s finding that Ukraine’s acts, policies and practices were actionable under section 301(b). In recognition of these changes in Ukraine’s acts, policies, and practices regarding IPR enforcement, and taking into account public comments and the results of consultations with U.S. copyright industries, the Trade Representative has decided to terminate the suspension of GSP treatment accorded to products of Ukraine. The termination of the GSP suspension concludes this Section 301 investigation, except for the ongoing monitoring required by section 306 of the Trade Act.

The termination of the suspension of the GSP treatment accorded to products of Ukraine restores the GSP treatment applicable in August 2001, when Ukraine’s GSP benefits were suspended. Accordingly, effective January 23, 2006, the Harmonized Tariff Schedule of the United States (HTS) is modified as follows: (1) General note 4(a) is modified by adding “Ukraine” to the list entitled “Independent Countries”; (2) general note 4(d) is modified by adding in numerical sequence “2306.30.00 Ukraine” and “2804.29.00 Ukraine”; and (3) the Rates of Duty 1–Special subcolumn for HTS subheadings 2306.30.00 and 2804.29.00 is modified by deleting the “A” and inserting an “A* ”. The foregoing modifications to the HTS apply to articles entered, or withdrawn from warehouse, for consumption on or after January 23, 2006.

Section 306 Monitoring

Pursuant to section 306 of the Trade Act, USTR is required to continue to monitor the implementation of each

measure undertaken, and agreement entered into, to provide a satisfactory resolution of a matter subject to a section 301 investigation. Accordingly, USTR will continue to monitor Ukraine’s IPR enforcement efforts, including through the activities of the Enforcement Coordination Group. If on the basis of such monitoring the Trade Representative were to conclude that the Government of Ukraine is not satisfactorily implementing a measure or agreement that resulted in the resolution of this investigation, the Trade Representative would be authorized under section 306(b) to take further action.

William Busis,

Chairman, Section 301 Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Alexandria International Airport, Alexandria, LA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the England Economic and Industrial Development District for Alexandria International 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 January 26, 2006.

FOR FURTHER INFORMATION CONTACT: Tim Tandy, Federal Aviation Administration, ASW–630, Fort Worth, TX 76193–0630; telephone number 817–222–5635.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Alexandria International Airport are in compliance with applicable requirements of part 150, effective January 26, 2006. 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 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 England Economic and Industrial Development District. The documentation that constitutes the “noise exposure maps” as defined in section 150.7 of part 150 includes: Figure 2.1, Existing Land Use Map; Figure 3.2, Existing Airport Layout; Figure 3.3, 2004 Existing Condition North Flow Flight Tracks; Figure 3.4, 2004 Existing Condition South Flow Flight Tracks; Figure 3.5, 2004 Existing Condition Noise Exposure Map; Figure 4.1, Aviation Activity Forecast; Figure 4.2, Future Airport Layout; Figure 4.3, 2010 Future Condition North Flow Flight Tracks; Figure 4.4, 2010 Future Condition South Flow Flight Tracks; Figure 4.5, 2010 Future Condition Noise Exposure Map; Table 3.1, 2004 Runway and Helipad Utilization Rates; Table 3.2, Flight Track Utilization Rates; Table 3.3, 2004 Existing Condition Noise Exposure Estimates; Table 4.1, 2010 Runway and Helipad Utilization Rates; Table 4.2, 2010 Flight Track Utilization Rates; Table 4.3, 2010 Future Condition Noise Exposure Estimates; Appendix A, Aviation Activity Forecast; Appendix B, Integrated Noise Model Inputs; and Appendix C, Noise Monitoring Results. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 26, 2006.

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, 2601 Meacham Boulevard, Fort Worth, Texas; England Economic and Industrial Development District, 1611 Arnold Drive, Alexandria, Louisiana. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, January 26, 2006.

Kelvin L. Solco,

Manager, Airports Division.

[FR Doc. 06-1033 Filed 2-2-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Availability and Request for Comment on a Draft Environmental Assessment (EA) for the Oklahoma Spaceport

AGENCY: Federal Aviation Administration (FAA), Office of Commercial Space Transportation (AST) is the lead Federal agency for the

development of this EA. The U.S. Air Force (USAF) is a cooperating agency for the development of this EA.

ACTION: Notice of Availability and Request for Comment.

SUMMARY: In accordance with National Environmental Policy Act (NEPA) regulations, the FAA is announcing the availability of and requesting comments on the Draft EA for the Oklahoma Spaceport. On October 23, 2002, the FAA published a Notice of Intent to prepare an Environmental Impact Statement for the Oklahoma Space Industry Development Authority's (OSIDA) proposal to operate a commercial launch facility at the Clinton-Sherman Industrial Airpark (CSIA) located in Burns Flat, Oklahoma. After substantial changes to the proposed action, the FAA reconsidered the scope of the analysis required to support the proposed action and alternatives and determined that an EA would more appropriately address the environmental consequences of the proposed action and alternatives. On October 7, 2005, the FAA issued a notice in the **Federal Register** announcing that the proposed action would be addressed in an EA.

Under the proposed action, the FAA would issue a launch site operator license to OSIDA to operate a launch facility at the CSIA and approve the land transfer of the CSIA from the city of Clinton to OSIDA. The EA evaluates potential impacts to the environment from launches and landings of three types of suborbital horizontally launched reusable launch vehicles (RLVs)¹ from the CSIA. The FAA may use the analysis in the EA as the basis for making a determination to prepare an Environmental Impact Statement or a Finding of No Significant Impact regarding the issuance of a launch site operator license as well as the licensing or permitting of the launch of certain types of launch vehicles, and the transfer of ownership of the CSIA from the City of Clinton to OSIDA.

The FAA is the lead Federal agency for the NEPA process and the USAF is a cooperating agency on this proposed action. The USAF is the primary user of the CSIA for aircrew training including landing and departures. In addition, the USAF's current and as yet undefined future activities could be impacted by

¹ RLVs are launch vehicles that have stages or components that can return to Earth and be recovered or reused. A suborbital rocket is a vehicle, rocket-propelled in whole or in part, intended for flight on a suborbital trajectory, and the thrust of which is greater than its lift for the majority of the rocket-powered portion of its ascent. (49 U.S.C. 70102(19))

the use of the CSIA as a launch site. Therefore, the FAA requested and the USAF agreed to participate as a cooperating agency in the preparation of the EA.

DATES: The public comment period for the NEPA process begins with the publication of this notice in the **Federal Register**. To ensure that all comments can be addressed in the Final EA, comments must be received by the FAA no later than March 13, 2006. The Draft EA is available for download at <http://ast.faa.gov> and at <http://www.okspaceporteis.com>. A hard copy of the Draft EA can also be viewed at the following locations:

Clinton Public Library, Clinton, Oklahoma;

Elk City Carnegie Library, Elk City, Oklahoma;

Oklahoma City Public Library, Downtown Branch, Oklahoma City, Oklahoma; and

South Western Oklahoma Development Authority, Burns Flat, Oklahoma.

A public hearing will be held at 7:30 p.m., Thursday, March 9, 2006 at the South Western Oklahoma Development Authority, Western Technology Center located in Burns Flat, Oklahoma. For more information about this project, please visit <http://www.okspaceporteis.com>.

FOR FURTHER INFORMATION CONTACT:

Comments, statements, or questions concerning the Draft EA should be mailed to Mr. Doug Graham, FAA Environmental Specialist, FAA Oklahoma Spaceport EA, c/o ICF Consulting, 9300 Lee Highway, Fairfax, VA 22031. Comments can also be sent by e-mail to FAAOklahomaSpaceportEA@icfconsulting.com or by fax to (703) 934-3951.

Additional Information: Under the proposed action, the FAA would issue a launch site operator license to OSIDA for the operation of a launch facility at the CSIA and approve the land transfer of the CSIA. OSIDA has identified three types of launch vehicles, identified in the EA as Concept X, Y, and Z, which are typical of the vehicles that would operate from the CSIA. The proposed action includes launches and landings of all three types of Concept launch vehicles. No construction activities are proposed as part of the proposed action. Existing infrastructure including buildings, hangars, and runways would be used to support proposed launch and landing operations at the site. The potential users of the site would be responsible for obtaining any necessary permits or approvals including a launch