

of Chile's trade surplus. During calendar year 2003, the most recent year for which data is available, Chile's imports of the foregoing goods exceeded its exports by 186,269.7 metric tons according to data published by its customs authority, the Servicio Nacional de Aduana. Accordingly, based on this data, USTR determines that Chile's trade surplus for 2004 is negative.

**Allen F. Johnson,**

*Chief Agricultural Negotiator.*

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## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### 2004-2005 Allocations of the Tariff-rate Quotas for Raw Cane Sugar, Refined Sugar, and Sugar-Containing Products

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice.

**SUMMARY:** The Office of the United States Trade Representative (USTR) is providing notice of the country-by-country allocations of the in-quota quantity of the tariff-rate quotas for imported raw cane sugar, refined sugar, and sugar-containing products for the period that begins October 1, 2004 and ends September 30, 2005.

**EFFECTIVE DATE:** October 1, 2004.

**ADDRESSES:** Inquiries may be mailed or delivered to Sharon Sydow, Director of Agricultural Trade Policy, Office of Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

**FOR FURTHER INFORMATION CONTACT:** Sharon Sydow, Office of Agricultural Affairs, (202) 395-6127.

**SUPPLEMENTARY INFORMATION:** Pursuant to Additional U.S. Note 5 to chapter 17 of the Harmonized Tariff Schedule of the United States (HTS), the United States maintains tariff-rate quotas for imports of raw cane and refined sugar. Pursuant to additional U.S. Note 8 to chapter 17 of the HTS, the United States also maintains a tariff-rate quota for certain sugar-containing products.

Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a tariff-rate quota for any agricultural product among supplying countries or customs areas. The President delegated this authority to the United States Trade Representative under Presidential Proclamation 6763 (60 FR 1007).

The in-quota quantity of the tariff-rate quota for raw cane sugar for the period October 1, 2004-September 30, 2005, has been established by the Secretary of Agriculture at 1,117,195 metric tons, raw value (1,231,497 short tons), the minimum to which the United States is committed under the World Trade Organization Agreement. The quantity of 1,117,195 metric tons, raw value is being allocated to the following countries:

| Country                  | FY 2005<br>allocation |
|--------------------------|-----------------------|
| Argentina .....          | 45,281                |
| Australia .....          | 87,402                |
| Barbados .....           | 7,371                 |
| Belize .....             | 11,583                |
| Bolivia .....            | 8,424                 |
| Brazil .....             | 152,691               |
| Colombia .....           | 25,273                |
| Congo .....              | 7,258                 |
| Cote d'Ivoire .....      | 7,258                 |
| Costa Rica .....         | 15,796                |
| Dominican Republic ..... | 185,335               |
| Ecuador .....            | 11,583                |
| El Salvador .....        | 27,379                |
| Fiji .....               | 9,477                 |
| Gabon .....              | 7,258                 |
| Guatemala .....          | 50,546                |
| Guyana .....             | 12,636                |
| Haiti .....              | 7,258                 |
| Honduras .....           | 10,530                |
| India .....              | 8,424                 |
| Jamaica .....            | 11,583                |
| Madagascar .....         | 7,258                 |
| Malawi .....             | 10,530                |
| Mauritius .....          | 12,636                |
| Mexico .....             | 7,258                 |
| Mozambique .....         | 13,690                |
| Nicaragua .....          | 22,114                |
| Panama .....             | 30,538                |
| Papua New Guinea .....   | 7,258                 |
| Paraguay .....           | 7,258                 |
| Peru .....               | 43,175                |
| Philippines .....        | 142,160               |
| South Africa .....       | 24,220                |
| St. Kitts & Nevis .....  | 7,258                 |
| Swaziland .....          | 16,849                |
| Taiwan .....             | 12,636                |
| Thailand .....           | 14,743                |
| Trinidad-Tobago .....    | 7,371                 |
| Uruguay .....            | 7,258                 |
| Zimbabwe .....           | 12,636                |

These allocations are based on the countries' historical shipments to the United States. The allocations of the raw cane sugar tariff-rate quota to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin.

This allocation includes the following minimum quota-holding countries: Congo, Cote d'Ivoire, Gabon, Haiti, Madagascar, Papua New Guinea, Paraguay, St. Kitts & Nevis, and Uruguay.

The in-quota quantity of the tariff-rate quota for refined sugar for the period October 1, 2004-September 30, 2005,

has been established by the Secretary of Agriculture at 43,000 metric tons, raw value (47,399 short tons), of which the Secretary has reserved 22,656 metric tons (24,974 short tons) for specialty sugars. Of the quantity not reserved for specialty sugars, a total of 10,300 metric tons (11,354 short tons) is being allocated to Canada and 2,954 metric tons (3,256 short tons) is being allocated to Mexico. The remaining 7,090 metric tons (7,815 short tons) of the in-quota quantity not reserved for specialty sugars may be supplied by any country on a first-come, first-served basis, subject to any other provision of law. The 22,656 metric tons (24,974 short tons) reserved for specialty sugars is also not being allocated among supplying countries and is available on a first-come, first-served basis, subject to any other provision of law.

With respect to the tariff-rate quota of 64,709 metric tons (71,329 short tons) for certain sugar-containing products maintained pursuant to additional U.S. Note 8 to chapter 17 of the HTS, 59,250 metric tons (65,312 short tons) of sugar-containing products is being allocated to Canada. The remaining in-quota quantity for this tariff-rate quota is available to other countries on a first-come, first-served basis.

Conversion factor: 1 metric ton = 1.10231125 short tons.

**Allen F. Johnson,**

*Chief Agricultural Negotiator.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of a Record of Decision (ROD) and a Written Reevaluation for the Evaluation of New Information Regarding an Aviation Easement and Tree Trimming/Removal at Cleveland Hopkins International Airport, Cleveland, Ohio

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of a ROD and a Written Reevaluation for the evaluation of new information regarding an aviation easement and tree trimming/removal at Cleveland Hopkins International Airport, Cleveland, Ohio.

**SUMMARY:** The Federal Aviation Administration (FAA) is making available a ROD and a Written Evaluation for new information concerning an aviation easement and tree trimming/removal at Cleveland

Hopkins International Airport, Cleveland, Ohio.

*Point of Contact:* Mr. Ernest Gubry, Environmental Protection Specialist, FAA Great Lakes Region, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174 (734) 229-2905.

**SUPPLEMENTARY INFORMATION:** The FAA is making available a ROD and a Written Reevaluation of new information an aviation easement and trimming/removal at Cleveland Hopkins International Airport, Cleveland, Ohio. The purpose of the ROD and Written Reevaluation was to evaluate potential environmental impacts arising from Cleveland Metroparks issuance an authorization for an easement for tree trimming/removal on their property.

These documents will be available during normal business hours at the following locations: FAA Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174; FAA Airports Division Office, 2300 East Devon Ave., Des Plaines, IL 60018; Cleveland Hopkins International Airport, 5300 Riverside Drive, Cleveland, OH 44135.

Due to current security requirements, arrangements must be made with the point of contact prior to visiting these offices.

Issued in Detroit, Michigan, July 19, 2004.

**Irene R. Porter,**

*Manager, Detroit Airport District Office, FAA, Great Lakes Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration (FAA)

[Docket No. FAA-2004-16944]

#### Operating Limitations at Chicago O'Hare International Airport

**ACTION:** Notice of scheduling reduction meeting and request for information.

**SUMMARY:** The FAA will conduct a meeting to discuss flight reductions at Chicago's O'Hare International Airport (O'Hare) to reduce overscheduling and flight delays during peak hours of operation at that airport. This meeting is open to all scheduled carriers, regardless of whether they currently provide scheduled service to O'Hare, and to the airport operator of O'Hare. Registration in advance of the meeting is requested. In addition, the FAA invites interested persons to submit written information on such schedule reductions. The FAA plans to issue its

decision on delay reductions in a final order.

**DATES:** *Scheduling reduction meeting.* The FAA will hold the scheduling reduction meeting on August 4, 2004, beginning at 9:30 a.m., and the meeting will continue on August 5, 2004, if necessary.

*Written information.* Any written information on the subject of schedule reductions at O'Hare, including data and views, must be submitted by August 11, 2004. To the extent possible, the FAA will consider late-filed submissions in making its determination in its final order.

**ADDRESSES:** *Scheduling reduction meeting.* The meeting will be held in the Bessie Coleman Conference Center, Federal Aviation Administration; Orville Wright Building, Second Floor; 800 Independence Avenue, SW.; Washington, DC.

*Written information.* You may submit written information, identified by docket number FAA-2004-16944, by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting information on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management System, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001. If sent by mail, information is to be submitted in two copies. Persons wishing to receive confirmation of receipt of their written submission should include a self-addressed stamped postcard.

- *Hand Delivery:* Docket Management System, Room PL-401, on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*Instructions:* You must include the agency name and docket number FAA-2004-16944 for this notice at the beginning of the information that you submit. Note that the information received will be posted without change to <http://dms.dot.gov>, including any personal information provided. Submissions to the docket that include trade secrets, confidential, commercial, or financial information, or sensitive security information will not be posted in the public docket. Such information will be placed in a separate file to which the public does not have access, and a note will be placed in the public docket to state that the agency has received such materials from the submitter.

**FOR FURTHER INFORMATION CONTACT:**

Gerry Shakley, System Operations, Air

Traffic Organization; telephone—(202) 267-9424; facsimile—(202) 267-7277; e-mail—[gerry.shakley@faa.gov](mailto:gerry.shakley@faa.gov).

Registration must occur on or before Monday, August 2, 2004.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Act (the Act) at 49 U.S.C. 41722, authorizes the Secretary of Transportation to request air carriers to attend a meeting with the FAA Administrator to discuss flight schedule reductions at any severely congested airport during peak operating hours. On January 8, 2004, following several months in which delays at O'Hare and emanating from the airport through the national airspace system had reached unacceptable levels, the Administrator determined that such a meeting regarding severe congestion at O'Hare was necessary. On January 16, 2004, the Secretary then made a similar determination that a meeting was needed to meet a serious transportation need or important public benefit.

Before the scheduling reduction meeting was to occur, the FAA separately obtained the agreement of the two largest operators at O'Hare, American Airlines and United Airlines, to reduce their scheduled operations, and the FAA thereafter issued an order implementing the reductions in their scheduled service during peak hours. See FAA Orders issued in this Docket on January 21, 2004, and amended on April 21, 2004. In these Orders, we made clear our intention to conduct a scheduling reduction meeting if the consensual reductions did not achieve their desired effect.

The Orders limiting scheduled operations during certain hours at O'Hare by American Airlines and United Airlines will expire as of October 30, 2004. Moreover, even with the reductions by those carriers, the statistics for air traffic at O'Hare continue to show overscheduling and excessive delays. Daily scheduled operations published for August remain approximately 170 flights above the daily August 2003 scheduled flights. Several of the busiest traffic days ever recorded at O'Hare occurred since late June. On July 1, there were 2,968 operations, just 8 fewer than the previous record on August 31, 2001. In May 2004, a NAS monthly record of 14,495 total delays was also established. Although the level of delays has fluctuated from month to month, and weather has played a major factor, the overall trend of delays remains unacceptably high when recent periods are compared to the period before November 2003. The cumulative number of delays for this calendar year