

relinquished its rights. The flag State's rights are not lost merely by the passage of time. Further, many sunken State vessels and aircraft are maritime graves, which should be respected. No intrusive action may be taken in relation to the United Kingdom's sovereign immune State vessels or aircraft without the express consent of the United Kingdom." Source: Communication from the UK Foreign and Commonwealth Office, July 4, 2003.

3. Anyone believing to have located or wishing to salvage a sunken State craft are advised to contact the government office noted below:

France: Ministère des Affaires étrangères, Direction des Affaires juridiques, Sous-direction du droit de la mer, des pêches et de l'Antarctique, 75351 Paris Cedex 7, France, Tel (011) 33 1 43 17 53 25; fax (011) 33 1 43 17 55 05.

Germany: Auswärtiges Amt, Referat 504, 11013 Berlin, Germany, Tel (011) 49 1888 17 3832; fax (011) 49 1888 17 53832; e-mail: @diplo.de.

Japan: Embassy of Japan, 2520 Massachusetts Avenue, NW., Washington, DC 20008, Tel (202) 238-6700; fax (202) 328-2187.

Russian Federation: Legal Department, Ministry of Foreign Affairs, Russian Federation, Moscow, Fax (011) 7-095-241-11-66; e-mail: DP@mid.ru.

Spain: Minister for Cultural Affairs, Embassy of Spain, 2375 Pennsylvania Avenue, NW., Washington, DC 20037, Tel (202) 728-2334; fax (202) 496-0328; e-mail: ocultura@erols.com.

United Kingdom: NP Sec (P + P) 2, Room 125 Victory Building, HMNB Portsmouth, England UK, PO1 3LS, Tel: (011) 44 23 92 720548 or 727326; fax: (011) 44 23 92 727304, e-mail: npsec-moduk@dial.pipex.com.

United States: Naval Historical Center (NHC), Office of the Underwater Archaeologist, 805 Kidder Breeze Street NE., Washington Navy Yard, DC 20374-5060, Tel (202) 433-2210; fax (202) 433-2729, <http://www.history.navy.mil>.

Any other nation not listed above: Office of Ocean Affairs (OES/OA), U.S. Department of State, 2201 C. Street, NW., Washington, DC 20520, Tel (202) 647-3880; fax (202) 647-9099.

4. The Presidential Statement on United States Policy for the Protection of Sunken State Craft reads in full as follows:

Thousands of United States government vessels, aircraft and spacecraft ("State craft"), as well as similar State craft of foreign nations, lie within, and in waters beyond, the territorial sea and contiguous zone. Because of recent advances in science and technology, many of these sunken

government vessels, aircraft and spacecraft have become accessible to salvors, treasure hunters and others. The unauthorized disturbance or recovery of these sunken State craft and any remains of their crews and passengers, is a growing concern both within the United States and internationally. In addition to deserving treatment as gravesites, these sunken State craft may contain objects of a sensitive national security, archaeological or historical nature. They often also contain unexploded ordnance that could pose a danger to human health and the marine environment if disturbed, or other substances, including fuel oil and other hazardous liquids, that likewise pose a serious threat to human health and the marine environment if released.

I believe that United States policy should be clearly stated to meet this growing concern. Pursuant to the property clause of Article IV of the Constitution, the United States retains title indefinitely to its sunken State craft unless title has been abandoned or transferred in the manner Congress authorized or directed. The United States recognizes the rule of international law that title to foreign sunken State craft may be transferred or abandoned only in accordance with the law of the foreign flag State.

Further, the United States recognizes that title to a United States or foreign sunken State craft, wherever located, is not extinguished by passage of time, regardless of when such sunken State craft was lost at sea.

International law encourages nations to preserve objects of maritime heritage wherever located for the benefit of the public.

Those who would engage in unauthorized activities directed at sunken State craft are advised that such disturbance or recovery should not occur without the express permission of the sovereign, and should only be conducted in accordance with professional scientific standards and with the utmost respect for any human remains.

The United States will use its authority to protect and preserve sunken State craft of the United States and other nations, whether located in the waters of the United States, a foreign nation, or in international waters.

Public Papers of the Presidents: William J. Clinton, vol. III, page 2956, Jan. 19, 2001, available through <http://www.gpo.gov/nara/pubpaps/srchpaps.html>; Weekly Compilation of Presidential Documents, vol. 37, no. 3, pages 195-196, available through <http://www.access.gpo.gov/nara/nara003.html>.

5. The failure to mention other sunken Government property of any nation should not be construed as abandonment or waiver of that nation's right.

Dated: January 12, 2004.

Margaret F. Hayes,

Director, OES/OA, Department of State.

[FR Doc. 04-2488 Filed 2-4-04; 8:45 am]

BILLING CODE 4710-09-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular 20-147, Turbojet, Turboprop, and Turbofan Engine Induction System Icing and Ice Ingestion

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of advisory circular (AC) 20-147, Turbojet, Turboprop, and Turbofan Engine Induction System Icing and Ice Ingestion. This AC describes acceptable means, but not the only means, for demonstrating compliance with the applicable regulations, helping to reduce inconsistencies and eventual surprises to both engine manufacturers and engine installers, when installing a part 33 certified engine in a part 23 or 25 aircraft. This AC is intended for engine manufacturers, modifiers, foreign regulatory authorities, FAA engine type certification engineers and their designees. This AC is neither mandatory nor regulatory in nature and does not constitute a regulation.

DATES: The Manager, Aircraft Engineering Division, issued AC 20-147 on 2/02/04.

FOR FURTHER INFORMATION CONTACT: John Fisher, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (781) 238-7149; fax: (781) 238-7199; e-mail: john.fisher@faa.gov. The subject AC is available on the Internet at the following address: www.airweb.faa.gov/rgl.

SUPPLEMENTARY INFORMATION: The FAA published a notice in the **Federal Register** on January 24, 2000 (65 FR 3752), and again on August 8, 2002 (67 FR 54011) to announce the availability of the proposed AC and invite interested parties to comment.

(Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704.)

Issued in Washington, DC, on February 2, 2004.

David W. Hempe,

Manager, Aircraft Engineering Division.

[FR Doc. 04-2516 Filed 2-4-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; R.I. Bong Memorial Airport; Superior, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to authorize the sale of a portion of the airport property. Land to be sold comprises 26.67 acres located in the west-northwest portion of the airport. This acreage is not needed for aeronautical use as currently identified on the Airport Layout Plan.

The acreage comprising this parcel was originally acquired under Grant No. FAAP-9-47-022-6202, and AIP 3-55-SBGP-05-96 (Superior 03). The intended use of the property is for construction of a middle school by the School District of Superior (Wisconsin). An environmental assessment was prepared to address construction of the middle school on this acreage, and a Finding of No Significant Impact was issued by the Federal Aviation Administration in March 2001. The City of Superior (Wisconsin), as airport owner, has concluded that the subject airport land is not needed for expansion of airport facilities. There are no impacts to the airport by allowing the airport to dispose of the property. The airport owner wishes to transfer ownership of the land to support construction of the middle school. Revenues received from sale of the property will be applied toward capital improvement projects at the airport in accordance with the Airport Capital Improvement Plan. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the disposal of the airport property will be in accordance with FAA's Policy and procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999. In accordance with section 47107(h) of title 49, United States Code, this

notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

DATES: Comments must be received on or before March 8, 2004.

FOR FURTHER INFORMATION CONTACT: Mr. Daniel J. Millenacker, Program Manager, Federal Aviation Administration, Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450-2706. Telephone Number (612) 713-4350/FAX Number (612) 713-4364. Documents reflecting this FAA action may be reviewed at this same location or at the City of Superior Public Works Department, 1407 Hammond Avenue, Superior, WI.

SUPPLEMENTARY INFORMATION: Following is a legal description of the subject airport property to be released at R.I. Bong Memorial Airport in Superior, Wisconsin and described as follows:

A parcel of land located in part of the Northwest quarter of the Southwest quarter (NW-SW) and part of the Southeast quarter of the Southwest quarter (SW-SW) of Section 26; and in part of the Southeast quarter of the Southeast quarter (SE-SE) of Section 27; all in Township 49 North, Range 14 West (T49N-R14W), City of Superior, Douglas County, Wisconsin, more particularly described as follows:

Commencing at the West quarter corner of said Section 26; Thence S 89°38'27" E along the East-West quarter Section line of said Section 26 (and along the North line of the Nesbitt Blocks), 867.72 feet to the intersection with the centerline of West Thirty-fourth street, and the Point of Beginning (P.O.B.) of said parcel to be described; Thence continuing S 89°38'27" E along said East-West quarter Section line of said Section 26 (and along said North line of the Nesbitt Blocks), 397.11 feet to the intersection with the Southwesterly right-of-way of West Thirty-third Street; Thence S 41°35'45" E along said Southwesterly right-of-way, 80.56 feet; Thence S 0°19'39" W 30.85 feet; Thence S 36°38'38" W, 2236.10 feet to the West line of, the Southwest quarter of said section 26; Thence S 36°38'38" W along a so-called Fence Line Segment (previously described by others), 114.03 feet, more or less, to the South line of the North one-half of the Southeast quarter of the Southeast quarter (SE-SE) of said Section 27; Thence S 89°56'29" W along said South line, 700.18 feet, more or less, to the intersection with the Southerly extension of the West right-of-way of John Avenue; Thence N 0°05'22" E along said Southerly extension of the West right-of-way, 330.75 feet, more or

less, to the South line of that parcel described in Records V.597 P.466; Thence N 89°56'22" E, 65.80 feet, more or less, along said South line, Thence N 0°05'22" E along the East line of said Records V.597 P.466, 330.76 feet, more or less, to the North line of the Southeast quarter of the Southeast quarter (SE-SE) of said Section 27; Thence N 89°56'24" E along said North line, 706.37 feet, more or less, to the West line of the Southwest quarter of said Section 26; Thence N 45°29'56" E, 46.67 feet to the East right-of-way of Hammond Avenue; Thence N 0°29'56" E along said East right-of-way, 236.56 feet to the intersection with the centerline of Dakota Avenue (note: Dakota Avenue is referred to as Dakota Avenue on the Plat of the Nesbitt Blocks; it is referred to as Kansas Avenue on the Plat of Southwestern Division); Thence N 48°30'33" E along said centerline, 1326.68 feet to the intersection with the centerline of West Thirty-fourth Street; Thence N 41°29'34" W along said centerline, 226.22 feet to the P.O.B.

Said parcel contains 1,158,222 square feet (26.589 acres), more or less.

Said parcel subject to all easements, restrictions, and reservations of record.

Said P.O.B. bears N 21°35'25" E, 3841.64 feet from the Southeasterly end of Runway 3-21 of the R. I. Bong Memorial Airport.

Said P.O.B. bears S 72°19'30" W, 1711.47 feet from the Northeasterly end of Runway 3-21 of the R. I. Bong Memorial Airport.

Issued in Minneapolis, MN, on January 12, 2004.

Nancy Nistler,

Manager, Minneapolis Airports District Office, FAA, Great Lakes Region.

[FR Doc. 04-2447 Filed 2-4-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Compatibility Program Notice; Little Rock National Airport; Little Rock, AR

AGENCY: Federal Aviation Administration.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Little Rock National Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR