

(a) Deleting from the list in such note the following countries and quantities: "Czech Republic 400,000 Hungary 800,000"; and
 (b) Deleting from the list in such note the expression "EC 15" and the quantity "21,700,000" set out opposite such expression and inserting in lieu thereof the expression "EC 25" and the quantity "22,900,000".

Robert B. Zoellick,

United States Trade Representative.

[FR Doc. 04-28123 Filed 12-23-04; 8:45 am]

BILLING CODE 3190-W5-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on July 13, 2004, page 42078.

DATES: Comments must be submitted on or before January 26, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration

Title: Airport Noise Compatibility Planning.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0517.

Forms(s): NA.

Affected Public: A total of 15 airport operators and consultants.

Abstract: The respondents are those airport operators voluntarily submitting noise exposure maps and noise compatibility programs to the FAA for review and approval. FAA approval makes airport operators' noise compatibility programs eligible for discretionary grant funds set aside

under the FAA Airport Improvement Program for that purpose.

Estimated Annual Burden Hours: An estimated 43,650 hours annually.

Addresses: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on December 17, 2004.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 04-28234 Filed 12-23-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals, and Disapprovals. In November 2004, there were six applications approved. This notice also includes information on three applications, approved in October 2004, inadvertently left off the October 2004 notice. Additionally, five approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Luzerne and Lackawanna Counties, Avoca, Pennsylvania.

Application Number: 04-04-U-00-AVP.

Application Type: Use PFC revenue.

PFC Level: \$4.50.

Total PFC Revenue to be Used in This Decision: \$522,012.

Charge Effective Date: May 1, 2001.

Estimated Charge Expiration Date: April 1, 2011.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Projects Approved For Use: Design and construct snow removal equipment maintenance facility. Design and construct airport perimeter fence. Acquire snow removal equipment.

Decision Date: October 21, 2004.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public Agency: Gillette-Campbell County Airport Board, Gillette, Wyoming.

Application Number: 04-04-U-00-GCC.

Application Type: Use PFC revenue.

PFC Level: \$4.50.

Total PFC Revenue To Be Used in This Decision: \$40,000.

Charge Effective Date: December 1, 2001.

Estimated Charge Expiration Date: December 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Project Approved For Use: Construct combined aircraft rescue and firefighting/snow removal equipment building.

Decision Date: October 29, 2004.

FOR FURTHER INFORMATION CONTACT: Christopher J. Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: Gillette-Campbell County Airport Board, Gillette, Wyoming.

Application Number: 04-05-C-00-GCC.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$170,000.

Earliest Charge Effective Date: January 1, 2005.

Estimated Charge Expiration Date: January 1, 2008.

Classes of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators filing or required to file FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class

accounts for less than 1 percent of the total annual enplanements at Gillette-Campbell County Airport.

Brief Description of Project Approved for Collection and Use: Acquire two snow removal vehicles.

Decision Date: October 29, 2004.

FOR FURTHER INFORMATION CONTACT:

Christopher J. Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: Augusta Aviation Commission, Augusta, Georgia.

Application Number: 04-02-C-00-AGS.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$2,007,000.

Earliest Charge Effective Date: July 1, 2030.

Estimated Charge Expiration Date: August 1, 2032.

Class of Air Carriers Not Required To Collect PFC's: Nonscheduled/on-demand air carriers.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Augusta Regional Airport.

Brief Description of Projects Approved for Collection And Use:

Fencing improvements.
Terminal security improvements.
Runway safety area improvements.
Communications equipment.
Runway 8/26 rehabilitation.
General aviation apron partial pavement rejuvenation.
Taxiway E crack sealing.
Airport layout plan update.
Runway 17/35 rehabilitation.
PFC development, implementation, and administration.

Decision Date: November 4, 2004.

FOR FURTHER INFORMATION CONTACT: Paul Lo, Atlanta Airports District Office, (404) 305-7145.

Public Agency: Monroe County Board of Commissioners, Key West, Florida.

Application Number: 04-08-C-00-EYW.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$425,250.

Earliest Charge Effective Date: February 1, 2005.

Estimated Charge Expiration Date: July 1, 2005.

Classes of Air Carriers not Required to Collect PFC's: (1) Air taxi/commercial operators filing FAA form 1800-31; and (2) commuters or small certificated air

carriers filing Department of Transportation Form 298C T1 or E1.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that each approved class accounts for less than 1 percent of the total annual enplanements at Key West International Airport (EYW).

Brief Description of Projects Approved for Collection at EYW and Use at EYW: PFC application.

Noise improvement program phase 4.
Noise contour update #5.

New terminal complex development—phase II.

Customs building rehabilitation.

Taxiway 9 pavement rehabilitation.

New terminal design including permitting.

Wildlife study.

Acquire pavement sweeper.

Seal coat ramps and mark, phase II.

Environmental mitigation, mosquito ditches.

Security perimeter fencing.

Brief Description of Projects Approved for Collection at EYW and Use at Florida Keys Marathon Airport:

Rehabilitate terminal canopy.

Airfield guidance signs.

Taxiway lights, taxiways E and D.

Update airport layout plan.

Brief Description of Project Approved For Collection at EYW and Future Use at EYW: Runway safety area development.

Decision Date: November 5, 2004.

FOR FURTHER INFORMATION CONTACT:

Susan Moore, Orlando Airports District Office, (407) 812-6331, extension 120.

Public Agency: Tupelo Airport Authority, Tupelo, Mississippi.

Application Number: 04-04-C-00-TUP.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved In This Decision: \$170,000.

Earliest Charge Effective Date: January 1, 2013.

Estimated Charge Expiration Date: July 1, 2014.

Class Of AIR Carriers Not Required To Collect PFC's: None.

Brief Description of Projects Approved For Collection And Use:

Airport terminal and entrance

security equipment acquisition.

Airport passenger equipment acquisition.

Airport equipment acquisition.

Brief Description Of Disapproved Project:

Past Airport Improvement Program project audit costs.

Determination: The FAA has determined that these audit costs are

administrative elements of Airport Improvement Program (AIP) grant approvals. Administrative elements of AIP grant approvals do not meet the project eligibility requirements § 158.15.

Decision Date: November 5, 2004.

FOR FURTHER INFORMATION CONTACT:

David Shumate, Jackson Airports District Office, (601) 664-9882.

Public Agency: Bradford Regional Airport Authority, Lewis Run, Pennsylvania.

Application Number: 04-03-U-00-BFD.

Application Type: Use PFC revenue.

PFC Level: \$4.50.

Total PFC Revenue to Be Used in This Decision: \$7,996.

Charge Effective Date: May 1, 2003.

Estimated Charge Expiration Date: December 1, 2009.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved For Use: Deicing equipment.

Decision Date: November 24, 2004.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public Agency: Allegheny County Airport Authority, Pittsburgh, Pennsylvania.

Application Number: 04-03-U-00-PIT.

Application Type: Use PFC revenue.

PFC Level: \$4.50.

Total PFC Revenue to Be Used in This Decision: \$7,834,933.

Charge Effective Date: October 1, 2001.

Estimated Charge Expiration Date: October 1, 2006.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved For Use: Improve runway safety areas for runways 10L/28R and 10R/28L.

Decision Date: November 24, 2004.

FOR FURTHER INFORMATION CONTACT: Lori Ledeborn, Harrisburg Airports District Office, (717) 730-2835.

Public Agency: Roanoke Regional Airport Commission, Roanoke, Virginia.
Application Number: 04-02-C-00-ROA.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$8,483,280.

Earliest Charge Effective Date: February 1, 2005.

Estimated Charge Expiration Date: November 1, 2011.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Roanoke Regional Airport.

Brief Description of Projects Approved For Collection and Use:

General aviation rehabilitation phases 1 and 1B (construct taxiway and tie-down).

Rehabilitate and construct taxiway A—north and middle.

Multi-user flight information display system.

Passenger elevator from concourse to ground level.

Drainage improvements.

Update noise exposure maps, phase 1.

Install precision approach path indicator on runway 33.

Construct taxiway A—south.
Sinkhole repair on airfield operations area.

Construct entrance road and non-revenue parking for general aviation area.

Runway snow blower.

Rubber wheel snow loader.

Rehabilitate runways 6/24 and relocate taxiway E; rehabilitate taxiways L, P, G, and K.

Acquire passenger boarding device.

Rehabilitate terminal building.

Construct passenger baggage ramp.

Acquire land in runway 24 protection zone.

Construct perimeter fencing and gate.

Runway tunnel rehabilitation—phase 2.

Acquire land for airport expansion, 2.7 acres.

Acquire navigational aid land—8.5 acres in the critical area.

Overhead directional signage at terminal entrance.

Regional jet adapter for leading bridge.

Relocate taxiways A and G—design and demolish (phases 1 and 2).

Rehabilitate runway 15/33, phases 1 and 2, and construct safety area.

Install engineered materials arresting system for safety area, runway 15.

Noise abatement program, phases 2, 3, and 4.

PFC program formulation and annual administration.

Decision Date: November 24, 2004.

FOR FURTHER INFORMATION CONTACT:

Terry J. Page, Washington Airports District Office, (703) 661-1354.

Amendment to PFC Approvals:

Amendment No. City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
* 03-04-C-01-AZO Kalamazoo, MI	10/28/04	\$2,080,000	\$2,080,000	05/01/07	05/01/06
93-03-C-02-SJC San Jose, CA	11/23/04	17,245,000	16,535,353	05/01/97	05/01/97
92-01-C-04-SBP San Luis Obispo, CA	11/23/04	584,587	615,677	12/01/94	12/01/94
00-03-C-02-MDT Middletown, PA	11/24/04	4,206,613	10,903,365	01/01/03	01/01/03
02-04-C-01-MDT Middletown, PA	11/24/04	66,334,500	95,513,500	08/01/20	11/01/29

Note: The amendment denoted by an asterisk (*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Kalamazoo, MI, this change is effective on January 1, 2005.

Issued in Washington, DC on December 16, 2004.

Joseph G. Washington,

Acting Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 04-28233 Filed 12-23-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2003-16171]

Aircraft Rescue and Fire Fighting (ARFF) Mobile Live Fire Training Simulators

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

ACTION: Notice of policy.

SUMMARY: The FAA issues regulations and prescribes standards for the training of aircraft rescue and fire fighters (ARFF) on United States airports certificated under 14 Code of Federal Regulations part 139. One of the requirements of part 139 is for all ARFF personnel to participate in at least one live-fire drill every 12 months. As guidance for airport operators in providing this training, the FAA issued

standards for different size fire training facilities based on the largest air carrier aircraft serving the airport. With the introduction of new technologies, ARFF personnel have had the option to train on both mobile as well as fixed training facilities. The FAA published a Notice of Proposed Policy: Request for Comments in the **Federal Register** on September 18, 2003 at 68 FR 54772, seeking public comment on whether we should allow firefighters at Index C, D, and E airports to meet the § 139.319 requirements using the mobile trainers every year. As a result of the comments received, FAA's policy is being modified to accept mobile simulators for 2 years for Index C, D, and E airports holding a Class I airport operating certificate. Every third year, these airport fire departments will be required to attend a large fixed facility to learn about new technologies and procedures and to gain experience fighting a larger pit fire than the mobile simulators can duplicate. Class I airports that are Index A and B and Class II, III, and IV airports may continue to use the mobile trainer every year to meet the 14 CFR part 139 requirements.

FOR FURTHER INFORMATION CONTACT: Ken Gilliam, Senior Fire Fighting Specialist, Airport Safety and Operations Division,

AAS-300, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (407) 812-6331, ext 34.

SUPPLEMENTARY INFORMATION: The 1988 revision of 14 Code of Federal Regulations part 139, Certification and Operations: Land Airports Serving Certain Air Carriers, section 139.319(j)(3) requires "All rescue and fire fighting personnel participate in at least one live fire drill every 12 months." 52 FR 44276 (Nov. 18, 1997) (effective Jan. 1, 1988). At the time this rule was promulgated, hydrocarbon fuels, such as diesel or jet-A, fueled the training facilities. In the early 1990s, Federal and State environmental protection agencies began banning such facilities because of ground contamination from the fuel. As a result, the FAA assisted in developing Liquid Propane Gas (LPG) fired facilities. The FAA funded these facilities throughout the country. The FAA refers to them as regional training facilities because, mostly, they were intended to serve an area of more than one state. The aim was for a fire fighter to travel to the nearest training facility and receive both classroom and live fire training. FAA's position has been that all ARFF personnel should be exposed to live