

- Education services—limitation to “only privately funded services”: the EC’s limitation is now extended also to Austria.

c. *Space Transport*

- The commitment included in the schedule of Austria is withdrawn.

(2) MFN Exemptions

In its communication of July 10, 2003 the EC also proposed a consolidated list of GATS Article II MFN exemptions for the EC 15 that in essence would extend the coverage of the EC’s existing MFN exemptions to Austria, Sweden and Finland. According to the EC’s notification, the only modifications or withdrawals of specific commitments are those listed in the Annex attached to the notification, which does not refer to the EC’s MFN exemptions. The United States therefore believes that the EC’s MFN exemptions are not within the scope of its GATS Article V notification and has requested that the EC provide clarification of the procedural and legal basis for any changes in its MFN exemption list.

(3) Applicable GATS Requirements

Article V of the GATS provides that the GATS does not prevent a WTO Member from being a party to an economic integration agreement liberalizing trade in services provided that, *inter alia*, the agreement has substantial sectoral coverage and provides for the absence or elimination of substantially all discrimination between the parties in the sectors covered by such an agreement. Paragraph 5 of Article V provides that if such an agreement is later enlarged or significantly modified, and a WTO Member intends to modify or withdraw a specific GATS commitment as a result, it must provide 90 days advance notice of such modification and follow the applicable procedures set out in GATS Article XXI. Paragraph 2 of Article XXI provides that WTO Members who believe they may be affected by the proposed modification of commitments can request negotiations with the modifying Member with the purpose of reaching an agreement on compensation for the proposed modification.

While Article XXI covers modification and withdrawal of specific GATS commitments, it does not address modifications to a WTO Member’s MFN exemptions pursuant to GATS Article II. The GATS Annex on MFN exemptions provides that any modifications to a WTO Member’s MFN exemptions, after entry into force of the Agreement Establishing the WTO (“WTO Agreement”), require a Member to seek a waiver pursuant to Article IX of the

WTO Agreement. The EC’s communication of July 10, 2003 did not address the issue of whether it intends to seek a waiver for its proposed consolidated list of MFN exemptions.

(4) Accessing the Schedules of Specific Commitments and Lists of MFN Exemptions

The EC’s proposed consolidated schedule of specific commitments and consolidated list of MFN exemptions for the EC 15 are restricted WTO documents. The public therefore is advised to examine the existing GATS schedules of specific commitments and lists of MFN exemptions of the EC, Austria, Finland and Sweden to determine whether changes implied through consolidation of the schedules and lists would impact U.S. commercial interests. The existing schedules and lists are accessible through the WTO’s Services Database Web site, <http://tsdb.wto.org/wto/WTOHomepublic.htm>. From that site, click on “Pre-defined Reports” and then “All Sectors in Each Country.”

2. Requirements for Submissions

To ensure prompt and full consideration of responses, USTR strongly recommends that interested persons submit comments by electronic mail to the following e-mail address: [FR0091@ustr.gov](mailto:FR0091@ustr.gov). Persons making submissions by e-mail should use the following subject line: “Services Accession Austria, Finland and Sweden.” Documents should be submitted in WordPerfect, MSWord, or text (.TXT) files. Supporting documentation submitted as spreadsheets is acceptable in Quattro Pro or Excel format. For any document containing business confidential information submitted electronically, the file name of the business confidential version should begin with the characters “BC-”, and the file name of the public version should begin with the character “P-”. The “P-” or “BC-” should be followed by the name of the submitted information. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. To the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files.

Written submissions will be placed in a file open to public inspection pursuant to 15 CFR 2003.5, except confidential business information exempt from public inspection in accordance with 15 CFR 2003.6 must be

clearly marked “Business Confidential” at the top of each page, including any cover letter or cover page, and must be accompanied by a non-confidential summary of the confidential information. All public documents and non-confidential summaries will be available for public inspection in the USTR Reading Room in Room 3 of the Annex of the Office of the USTR, 1724 F Street, NW., Washington, DC 20508. An appointment to review the file may be made by calling (202) 395-6186. The USTR Reading Room is generally open to the public from 10 a.m.–12 noon and 1–4 p.m., Monday through Friday. Appointments must be scheduled at least 48 hours in advance.

**Carmen Suro-Bredie,**

*Chairperson, Trade Policy Staff Committee.*

[FR Doc. 03–21364 Filed 8–19–03; 8:45 am]

BILLING CODE 3190–01–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Advisory Circular (AC) 23–11A, 14 CFR Part 23 Type Certification of an Airplane Originally Certificated to Joint Aviation Regulations—Very Light Airplane (JAR–VLA) Standards

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

**ACTION:** Notice of issuance of advisory circular.

**SUMMARY:** This notice announces the issuance of Advisory Circular (AC) 23–11A, 14 CFR part 23 Type Certification of an Airplane Originally Certificated to Joint Aviation Regulations—Very Light Airplane (JAR–VLA) Standards. The AC sets forth an acceptable means, but not the only means, to show compliance to the subject part for type certification of certain small airplanes. This AC is applicable to an applicant with a Joint Aviation Regulations—Very Light Airplane (JAR–VLA) who applies for a normal or utility category type certificate or a type certificate of a special class airplane. The AC cancels AC 23–11.

**DATES:** Advisory Circular 23–11A was issued by the Manager of the Small Airplane Directorate on July 14, 2003.

*How to Obtain Copies:* A paper copy of AC 23–11A may be obtained by writing to the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse, SVC–121.23, Ardmore East Business Center, 3341Q 75th Avenue, Landover, MD 20785, telephone 301–322–5377, or by faxing your request to the warehouse at (301)

386–5394. The AC will also be available on the Internet at <http://www.airweb.faa.gov/AC>.

Issued in Kansas City, Missouri, on August 5, 2003.

**Michael Gallagher,**

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

[FR Doc. 03–21318 Filed 8–19–03; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice Before Waiver With Respect to Land at Raleigh County Memorial Airport, Beckley, WV

**AGENCY:** Federal Aviation Administration (FAA), DOT.

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

**SUMMARY:** The FAA is publishing notice of proposed release of 218.37 acres of land at the Raleigh County Memorial Airport, Beckley, West Virginia, to the Raleigh County Airport Authority and the Raleigh County Commission for the development of an industrial park. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan. Fair Market Value of the land will be paid to the Raleigh County Airport and the Raleigh County Commission, and used for Airport purposes.

**DATES:** Comments must be received on or before September 19, 2003.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Connie Boley-Lilly,  
Program Specialist,  
Federal Aviation Administration,  
Beckley Airports District Office,  
176 Airport Circle, Room 101,  
Beaver, West Virginia 25813.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Thomas Cochran, Airport Manager, Raleigh County Memorial Airport at the following address:

Thomas Cochran, Airport Manager,  
Raleigh County Memorial Airport,  
176 Airport Circle, Room 105,  
Beaver, West Virginia 25813.

**FOR FURTHER INFORMATION CONTACT:** Connie Boley-Lilly, Program Specialist, Beckley Airport District Office, (304) 252–6216 ext. 125, FAX (304) 253–8028.

#### SUPPLEMENTARY INFORMATION:

On April 5, 2000, new authorizing legislation became effective. That bill,

the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, Public Law 10–181 (April 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30 day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Issued in Beckley, West Virginia, on August 6, 2003.

**Larry F. Clark,**

*Manager, Beckley Airport District Office, Eastern Region.*

[FR Doc. 03–21327 Filed 8–19–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Premium War Risk Insurance

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

**ACTION:** Notice of extension of aviation insurance.

**SUMMARY:** This notice contains the text of a memo from the Secretary of Transportation to the President regarding the extension of the provision of aviation insurance coverage for U.S. flag commercial air carrier service in domestic and international operations. **DATES:** Dates of extension from August 12, 2003 through October 11, 2003.

#### FOR FURTHER INFORMATION CONTACT:

Helen Kish, Program Analyst, APO–3, or Eric Nelson, Program Analyst, APO–3, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, telephone (202) 267–9943 or (202) 267–3090. Or online at FAA Insurance Web site: <http://insurance.faa.gov>.

**SUPPLEMENTARY INFORMATION:** On August 11, 2003, the Secretary of Transportation authorized a 60-day extension of aviation insurance provided by the Federal Aviation Administration as follows:

#### Memorandum to the President

“Pursuant to the authority delegated to me by the President in paragraph (3) of Presidential Determination No. 01–29 of September 23, 2001, and the direction of Section 1202 of the Homeland Security Act of 2002, I hereby extend that determination to allow for the provision of aviation insurance and reinsurance coverage for U.S. Flag commercial air carrier service in domestic and international operations for an additional 60 days.

Pursuant to section 44306(b) of Chapter 443 of 49 U.S.C., Aviation Insurance, the period for provision of insurance shall be extended from August 13, 2003, through October 11, 2003.”

/s/ Norman Y. Mineta

*Affected Public:* Air Carriers who currently have Premium War-Risk Insurance with the Federal Aviation Administration.

Issued in Washington, DC on August 14, 2003.

**John M. Rodgers,**

*Director, Office of Aviation Policy and Plans.*

[FR Doc. 03–21326 Filed 8–19–03; 8:45 am]

**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent and Request for Comment

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

**ACTION:** Notice of Intent (NOI) to prepare a Programmatic Environmental Impact Statement for licensing launches of horizontally launched vehicles and reentries of reentry vehicles.

**SUMMARY:** The FAA is publishing this notice to announce its intent to prepare a Programmatic Environmental Impact Statement (PEIS) in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality implementing regulations. This NOI also serves as an official request for comments in preparation of the PEIS. This PEIS will assess environmental impacts associated with the proposed action, reasonable alternatives including those identified during scoping, the no action alternative, and cumulative impacts. This PEIS will support decisions made to meet the FAA's responsibility to license commercial launches and reentries and launch and reentry site operations consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States. Issuing a launch or reentry license is considered a Federal action and is therefore subject to NEPA review.

**Proposed Action and Possible Alternatives:** The proposed action for this PEIS is to license the launch and landing of horizontally launched vehicles and the reentry of reentry vehicles. Reentry vehicles are defined as vehicles designed to return from Earth orbit or outer space to Earth; or reusable launch vehicles designed to return substantially intact from Earth orbit or outer space to Earth. A launch is defined as to place or try to place a launch vehicle or reentry vehicle and any payload from Earth (A) in a