

Country	FY2001 allocation
Argentina	45,283
Australia	87,408
Barbados	7,372
Belize	11,584
Bolivia	8,425
Brazil	52,700
Colombia	25,274
Congo	7,258
Cote d'Ivoire	7,258
Costa Rica	15,797
Dominican Republic	185,346
Ecuador	11,584
El Salvador	27,381
Fiji	9,478
Gabon	7,258
Guatemala	50,549
Guyana	12,637
Haiti	7,258
Honduras	10,531
India	8,425
Jamaica	11,584
Madagascar	7,258
Malawi	10,531
Mauritius	12,637
Mexico	7,258
Mozambique	13,690
Nicaragua	22,115
Panama	30,540
Papua New Guinea	7,258
Paraguay	7,258
Peru	43,177
Philippines	142,169
South Africa	24,221
St. Kitts & Nevis	7,258
Swaziland	16,850
Taiwan	12,637
Thailand	14,743
Trinidad-Tobago	7,372
Uruguay	7,258
Zimbabwe	12,637
Total	1,117,195

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

A tariff-rate quota quantity for refined sugar of 10,300 metric tons raw value (11,354 short tons raw value) is allocated to Canada as a result of an agreement reached with that country. In addition, 2,954 metric tons raw value (3,256 short tons raw value) of refined sugar will be allocated to Mexico. The remainder of the refined sugar tariff-rate quota quantity of 38,000 metric tons raw value will be available on a first-come, first-served basis, including the 17,656 metric tons raw value (19,462 short tons raw value) reserved for specialty sugars.

A quantity of sugar-containing products of 59,250 metric tons (65,312 short tons) of the tariff-rate quota for certain sugar-containing products maintained under "Additional U.S. Note 8 to chapter 17 to the Harmonized Tariff Schedule of the United States" is

allocated to Canada as a result of an agreement with Canada. The remainder of the sugar-containing products tariff-rate quota will be available for other countries. Conversion factor: 1 metric ton = 1.10231125 short tons.

USTR is allocating an additional quantity of 105,788 metric tons raw value (116,611 short tons raw value), the quantity which the United States committed to provide to Mexico under the North American Free Trade Agreement (NAFTA), to Mexico.

Charlene Barshefsky,

United States Trade Representative.

[FR Doc. 00-25106 Filed 9-29-00; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Three Current Public Collections of Information

AGENCY: Federal Aviation Administration (FAA) (DOT)

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on 3 current public information collections which will be submitted to OMB for renewal.

DATES: Comments must be submitted on or before December 1, 2000.

ADDRESSES: Comments may be mailed or delivered to FAA, at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Standards and Information Division, APF-100, 800 Independence Avenue, S.W., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms. Judy Street, at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on any of the current collections of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of collection. Also note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Following are short synopses of the 3 information collection activities which will be submitted to OMB for requests for renewal:

1. *2120-0021, Certification: Pilots and Flight Instructors.* The FAA is empowered to issue airmen certificates to properly qualified persons. This clearance request covers the burden imposed on airmen directly responsible for the control of aircraft. 14 CFR part 61 prescribes requirements for pilot and flight instructor certificates. Information collected is used to determine compliance and applicant eligibility. The number of respondents is estimated to be 770,000. The current burden for this collection is estimated to be 252,000 hours for reporting and recordkeeping.

2. *2120-0036, Notice of Landing Area Proposal.* 14 CFR part 157 requires that each person who intends to construct, activate, deactivate, or changes the status of an airport, runway, or taxiway shall notify the FAA. FAA Form 7480-1, Notice of Landing Area Proposal, is used to collect the required information on an as needed basis. The current burden is estimated to be 2,500 hours, and the estimated number of respondents is estimated to be 3,400.

3. *2120-0620, Special Federal Aviation Regulation No. 71.* SFAR No. 71 applies to air tour operators in Hawaii. SFAR 71 requires air tour operators to verbally brief the passengers on safety particularly related to overwater operations before each air tour flight.

Issued in Washington, DC on September 26, 2000.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 00-25263 Filed 9-29-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program Cleveland Hopkins Airport Cleveland, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the city of Cleveland, Cleveland, Ohio, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On

February 25, 2000, the FAA determined that the noise exposure maps submitted by the city of Cleveland under Part 150 were in compliance with applicable requirements. On August 23, 2000, the FAA approved the Cleveland Hopkins International Airport noise compatibility program.

A total of fourteen (14) measures were included in the city of Cleveland's Noise Compatibility Plan, which continue or expand the intent of the approved 1987 NCP. Of the fourteen (14) measures included, seven (7) are listed as "Noise Abatement Plan Measures", four (4) are listed as "Land Use Management Measures", and three (3) are listed as "Program Management Measures." All of the recommendations of the program were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Cleveland Hopkins International Airport noise compatibility program is August 23, 2000.

FOR FURTHER INFORMATION CONTACT:

Ernest Gubry, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 734-487-7280. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for Cleveland Hopkins International Airport, effective August 23, 2000.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured

according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals or reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to the FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

The City of Cleveland submitted to the FAA on February 23, 2000, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from January, 1998 through May, 1999. The Cleveland Hopkins International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on February 25, 2000. Notice of this determination was published in the **Federal Register** on March 7, 2000.

The Cleveland Hopkins International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2006. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on February 25, 2000, and was required by a provision of the Act to approve and disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained 14 proposed actions for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator for Airports effective August 23, 2000.

Outright approval was granted for all of the specific program elements. Seven (7) of the fourteen (14) measures submitted are listed as "Noise Abatement Measures". Of the seven (7) measures, one (1) deals with ground run-ups, five (5) deal with departure flight tracks, and one (1) deals with approach flight tracks. Four (4) of the fourteen (14) measures submitted are listed as "Land Use Measures". These four (4) measures include encouraging local jurisdictions to adopt land use development controls and construction standards and real estate disclosure policies regarding airport noise, sound insulating residences within the higher levels of the noise exposure, 65+ DNL, and Sound insulating residences within or contiguous to the 60 DNL band of the NCP noise contours. Three (3) of the fourteen (14) measures submitted are listed as "Program Management Measures". These three (3) measures include providing system enhancements to the aircraft/airport noise monitoring system, implementing a "Fly Quiet" communication program, and continue periodic updates of the NCP and reviews of the NEMs.

These fourteen (14) determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on August 23, 2000. The Record of Approval, as well as other evaluation materials and documents which comprised the

submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration, 800 Independence Avenue, S.W., Room 617, Washington, D.C. 20591;
Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111;
City of Cleveland, Department of Port Control, 5300 Riverside Drive, Cleveland, Ohio 44315-3193.

Questions may be directed to the individual named above under the hearing, **FOR FURTHER INFORMATION CONTACT.**

Issued in Belleville, Michigan, August 30, 2000.

James M. Opatrny,

Acting Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 00-25264 Filed 9-29-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2000-53]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before October 23, 2000.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Forest Rawls (202) 267-8033, or Vanessa Wilkins (202) 267-8029 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to § 11.85 and 11.91 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on September 27, 2000.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 27001.

Petitioner: British Aerospace Regional Aircraft.

Section of the FAR Affected: 14 CFR § 25.62(c)(5) and 25.785(a).

Description of Relief Sought: To permit an extension of Exemption 5887F regarding the Head Injury Criteria (HIC) for front row passenger seats on Jetstream Model 4100 airplanes.

Petition for Exemption

Docket No.: 27001.

Petitioner: British Aerospace Regional Aircraft.

Regulations Affected: 14 CFR § 25.62(c)(5), 25.785(a).

Description of Petition: To allow an extension of Exemption 5887F regarding the Head Injury Criteria (HIC) for front row passenger seats on the Jetstream Model 4100 airplanes.

[FR Doc. 00-25265 Filed 9-29-00; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of a National Customs Automation Program Test Regarding Submission to Customs of Electronic Air Cargo Manifest Information

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General notice.

SUMMARY: This notice announces Customs plan to conduct a prototype test program under the National

Customs Automation Program that will permit qualified air carriers to submit electronic air cargo manifest information to Customs prior to arrival of the aircraft in the United States, and will eliminate the requirement that a Customs Form 7509 (Air Cargo Manifest) be submitted upon arrival. Electronic filing of air cargo manifest information will permit Customs to electronically review the data prior to arrival of the carrier in the U.S, facilitate cargo control and processing, and provide for the electronic release of cargo. This notice solicits public participation in the test program in accordance with the eligibility and procedural requirements set forth in this document, and invites comments concerning any aspect of the planned test.

EFFECTIVE DATES: The test will commence no sooner than January 2, 2001. Comments concerning the eligibility standards, selection criteria, procedural requirements, or information submission requirements must be received on or before November 1, 2000.

ADDRESSES: Written comments (preferably in triplicate) may be submitted to and inspected at the Regulations Branch, Office of Regulations and Rulings, U.S. Customs Service, 1300 Pennsylvania Avenue, NW., 3rd Floor, Washington, DC 20229.

FOR FURTHER INFORMATION CONTACT: For operational or policy matters: Sandra Hasegawa, Program Officer, (202) 927-0983; John Considine, Chief, Manifest & Conveyance, (202) 927-0042. For systems or automation matters: Assigned Client Representative or Michael Mohr, Client Representative, (703) 921-7072. For legal matters: Larry L. Burton, Attorney Advisor (202) 927-1287.

SUPPLEMENTARY INFORMATION:

Background

Title VI of the North American Free Trade Agreement Implementation Act (the Act), Public Law 103-182, 107 Stat. 2057 (December 8, 1993), contains provisions pertaining to Customs Modernization (107 Stat. 2170). Subtitle B of 3 title VI establishes the National Customs Automation Program (NCAP), an automated and electronic system for the processing of commercial importations. Section 631 of the Act creates sections 411 through 414 of the Tariff Act of 1930 (19 USC 1411 through 1414), which define and list the existing and planned components of the NCAP (section 411), establish program goals (section 412), provide for the implementation and evaluation of the program (section 413), and provide for