

insufficient, the individual will be required to submit a request in writing or in person. If an individual is requesting information by telephone on behalf of another individual, the subject individual must be connected with SSA and the requesting individual in the same phone call. SSA will establish the subject individual's identity (his/her name, SSN, address, date of birth and place of birth along with one other piece of information such as mother's maiden name) and ask for his/her consent in providing information to the requesting individual.

If a request for notification is submitted by mail, an individual must include a notarized statement to SSA to verify his/her identity or must certify in the request that he/she is the person claimed to be and that he/she understands that the knowing and willful request for, or acquisition of, a record pertaining to another individual under false pretenses is a criminal offense. These procedures are in accordance with SSA Regulations (20 CFR 401.40).

#### RECORD ACCESS PROCEDURE:

Same as notification procedure. Requesters also should reasonably specify the record contents they are seeking. These procedures are in accordance with SSA Regulations (20 CFR 401.50).

#### CONTESTING RECORD PROCEDURE:

Same as notification procedure. Requesters should also reasonably identify the record, specify the information they are contesting, and state the corrective action sought and the reasons for the correction with supporting justification showing how the record is untimely, incomplete, inaccurate, or irrelevant. These procedures are in accordance with SSA Regulations (20 CFR 401.65).

#### RECORD SOURCE CATEGORIES:

Data contained in the *Ticket-to-Work Program Manager (PM) Management Information System* are obtained from the *Ticket-to-Work and Self-Sufficiency Program Payment Database*, 60-0295, from ENs and Social Security beneficiaries with disabilities. Records from this system are also derived from the *Supplemental Security Income Record and Special Veterans Benefits*, 60-0103, *Master Beneficiary Record*, 60-0090, *the Disability Determination Service Processing File*, 60-0044 and the *Completed Determination Record—Continuing Disability Determinations*, 60-0050.

#### SYSTEMS EXEMPT FROM CERTAIN PROVISIONS OF THE PRIVACY ACT:

None.

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#### OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

##### United States-Israel Free Trade Area Implementation Act; Designation of Qualifying Industrial Zones

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

**ACTION:** Notice.

**SUMMARY:** Under the United States-Israel Free Trade Area Implementation Act (IFTA Act), products of qualifying industrial zones encompassing portions of Israel and Jordan or Israel and Egypt are eligible to receive duty-free treatment. Effective upon publication of this notice, the United States Trade Representative, pursuant to authority delegated by the President, is designating Zarqa Industrial Zone as a qualifying industrial zone (QIZ) under the IFTA Act and expanding the already-designated QIZ area of the Ad-Dulayl Industrial Park.

**FOR FURTHER INFORMATION CONTACT:** Edmund Saums, Director for Middle East Affairs, (202) 395-4987, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

**SUPPLEMENTARY INFORMATION:** Pursuant to authority granted under section 9 of the United States-Israel Free Trade Area Implementation Act of 1985 (IFTA Act), as amended (19 U.S.C. 2112 note), Presidential Proclamation 6955 of November 13, 1996 (61 FR 58761) proclaimed certain tariff treatment for goods of the West Bank, the Gaza Strip, and Qualifying Industrial Zones. In particular, the Presidential Proclamation modified general notes 3 and 8 of the Harmonized Tariff Schedule of the United States: (a) To provide duty-free treatment to qualifying articles that are the product of the West Bank, the Gaza Strip or a qualifying industrial zone and are entered in accordance with the provisions of section 9 of the IFTA Act; (b) to provide that articles of Israel may be treated as though they were articles directly shipped from Israel for the purposes of the United States-Israel Free Trade Area Agreement ("the Agreement") even if shipped to the United States from the West Bank, the Gaza Strip, or a qualifying industrial zone, if the articles otherwise meet the requirements of the Agreement; and (c)

to provide that the cost or value of materials produced in the West Bank, the Gaza Strip, or a qualifying industrial zone may be included in the cost or value of materials produced in Israel under section 1(c)(i) of Annex 3 of the Agreement and that the direct costs of processing operations performed in the West Bank, the Gaza Strip, or a qualifying industrial zone may be included in the direct costs of processing operations performed in Israel under section 1(c)(ii) of Annex 3 of the Agreement.

Section 9(e) of the IFTA Act defines a "qualifying industrial zone" as an area that "(1) encompasses portions of the territory of Israel and Jordan or Israel and Egypt; (2) has been designated by local authorities as an enclave where merchandise may enter without payment of duty or excise taxes; and (3) has been specified by the President as a qualifying industrial zone." Presidential Proclamation 6955 delegated to the United States Trade Representative the authority to designate qualifying industrial zones.

The United States Trade Representative has previously designated qualifying industrial zones under Section 9 of the IFTA Act on March 13, 1998 (63 FR 12572), March 19, 1999 (64 FR 13623), October 15, 1999 (64 FR 56015), October 24, 2000 (65 FR 64472), and December 12, 2000 (65 FR 77688).

The Government of Israel and the Government of the Hashemite Kingdom of Jordan agreed in a protocol dated March 1, 2001 to the designation of Hillwood-Hashemite University LLC, registered under the name of Global Investments in Industrial Zones & Technology Parks Company ("Zarqa Industrial Zone"), as a qualifying industrial zone. The Government of Israel and the Government of the Hashemite Kingdom of Jordan also agreed in a protocol dated March 1, 2001 to the expansion of the already-designated QIZ area of the Ad-Dulayl Industrial Park. The Government of Israel and the Government of Jordan further agreed that merchandise may enter, without payment of duty or excise taxes, areas under their respective customs control in association with the Zarqa Industrial Zone and Ad-Dulayl Industrial Park qualifying industrial zones. Accordingly, the Zarqa Industrial Zone and Ad-Dulayl Industrial Park meet the criteria under paragraphs 9(e)(1) and (2) of the IFTA Act.

Therefore, pursuant to the authority delegated to me by Presidential Proclamation 6955, I hereby designate the Zarqa Industrial Zone and the expanded Ad-Dulayl Industrial Park, as

established by the March 1, 2001 Amending Protocols to the Agreement Between the Government of the Hashemite Kingdom of Jordan and the Government of the State of Israel on Irbid Qualifying Industrial Zone, as qualifying industrial zones under section 9 of the IFTA Act, effective upon the date of publication of this notice, applicable to goods shipped from these qualifying industrial zones after such date.

**Robert B. Zoellick,**

*United States Trade Representative.*

[FR Doc. 01-15177 Filed 6-14-01; 8:45 am]

BILLING CODE 3190-01-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Flight Standards District Office at Scottsdale and Phoenix, AZ; Notice of Change

Notice is hereby given that on or about July 1, 2001, the Flight Standards District Office located at Scottsdale and Phoenix, Arizona will be divided into two independent offices—Scottsdale Flight Standards District Office and Phoenix Certificate Management Office. Services to the public will continue to be provided at the same locations with no interruption. This information will be reflected in the FAA Organization Statement the next time it is reissued. (Sec. 313(a), 72 Stat. 752; 49 U.S.C. 1354).

Issued in Los Angeles, CA, on May 25, 2001.

**Lynore C. Brekke,**

*Acting Regional Administrator, Western-Pacific Region.*

[FR Doc. 01-15172 Filed 6-14-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Supplemental Environmental Impact Statement: Lake County, Montana

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA hereby gives notice that it intends to prepare a Supplemental Environmental Impact Statement (SEIS) for a corridor study to evaluate proposed development of an 11.2 mile section of U.S. Highway 93 between the Red Horn Road/Dublin Gulch road intersection (milepost 37.1) and the Spring Creek/Baptiste Road

intersection (milepost 48.3). Access to the area is currently provided by US 93 and the study will evaluate proposed improvements to the existing highway and all practicable alternatives.

**FOR FURTHER INFORMATION CONTACT:** Dale Paulson, Program Development Engineer, Federal Highway Administration, 2880 Skyway Drive, Helena, Montana 59602; Telephone: (406) 449-5302 ext. 239; or Joel M. Marshik, Manager, Environmental Services and Tribal Liaison, Montana Department of Transportation, 2701 Prospect Avenue, Helena, Montana 59602; Telephone: (406) 444-7632; or Joe Hovenkotter, Confederated Salish and Kootenai Tribes, PO Box 278, Pablo, Montana 59855; Telephone: (406) 675-2700.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202) 512-1661. Internet users may reach the Office of the Federal Register's home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at: <http://www.access.gpo.gov/>.

##### Background

FHWA, in cooperation with the Montana Department of Transportation (MDT), and the Confederated Salish and Kootenai Tribes (CSKT) prepared a Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation on June 17, 1996, to describe the proposed project, alternatives and the social, economic, and environmental impacts. The FEIS (FHWA-MT-EIS-95-01-F) covered the area from Evaro (MP 6.5) to the north end of Polson at milepost 62.8. A Record of Decision (ROD) was prepared on August 12, 1996, and modified on February 9, 1998, which selected the existing alignment for improvements. However, this ROD was unique in that FHWA deferred making a decision on lane configurations until agreement was reached on a number of issues including design features and mitigation measures.

FHWA, MDT and CSKT have since negotiated a Memorandum of Agreement (MOA) dated December 20, 2000. The MOA lays out a conceptual lane configuration, design features and mitigation measures for 30.8 miles of US 93 from Evaro to the Red Horn Road/Dublin Gulch Road intersection (MP 37.1) and for 10.6 miles of US 93 from the Spring Creek Road/Baptiste Road

intersection (MP 48.3) to Polson. Currently a re-evaluation is underway on the section of US 93 which extends from Evaro to Polson, with the exception of the 11.2 mile stretch between Red Horn Road and Spring Creek Road, known as the Ninepipe segment.

Due to extensive environmental and cultural issues, the segment from the vicinity of Red Horn Road on the south to Spring Creek Road on the north was excepted out of the MOA, as well as the Re-evaluation. This segment, referred to as the Ninepipe segment, requires additional environmental studies. FHWA, in cooperation with MDT and CSKT, will prepare a Supplemental Environmental Impact Statement (SEIS) to explore alternatives for the Ninepipe segment, and to evaluate impacts resulting from new circumstances and additional information relevant to environmental and cultural concerns for this 11.2-mile section of US-93.

The SEIS will evaluate the short and long-term impacts of a range of alternatives, including but not limited to; no-build, upgrading the existing facility, and construction on a new alignment. This impact assessment will include, but not be limited to, impacts on wetlands, wildlife and fisheries; social environment; changes in land use; aesthetics; changes in traffic and economic impacts. Environmental Justice (as outlined in Executive Order 12898) will also be addressed as part of the impact assessment. The SEIS will also examine measures to mitigate significant adverse impacts resulting from the proposed action.

Comments are being solicited from appropriate federal, state, tribal, and local agencies and from private organizations and citizens who have interest in this proposal. Public information meetings will be held in the project area to discuss the potential alignments. The draft SEIS will be made available for public and agency review; and a public hearing will be held to receive comments. Public notice will be given of the time and place of all meetings and hearings.

Comments and/or suggestions from all interested parties are requested, to ensure that the full range of all issues, and significant environmental issues in particular, are identified and reviewed. Comments or questions concerning this proposed action and/or its SEIS should be directed to FHWA, MDT or CSKT at the addresses listed previously.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on