

The President determined that the modifications to the HTS contained in Proclamation 7870 and made pursuant to sections 201 and 202 of the NAFTA Implementation Act, were appropriate and proclaimed such changes with respect to goods of Canada on February 9, 2005. The modifications were made effective with respect to goods of Canada that are entered, or withdrawn from warehouse for consumption, on or after January 1, 2005. For goods of Mexico, the President decided that the effective date of the modifications shall be determined by the United States Trade Representative (USTR).

On May 3, 2005, the government of Mexico obtained the necessary authorization to implement the rule of origin changes with respect to qualifying goods entering from the United States. Subsequently, officials from the government of Mexico and the government of the United States agreed to implement these changes with respect to each other's eligible goods, effective June 15, 2005.

Ambassador Rob Portman,

United States Trade Representative.

[FR Doc. 05-12586 Filed 6-27-05; 8:45 am]

BILLING CODE 3190-W5-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular (AC) 150/5345-53C, Airport Lighting Equipment Certification Program; Proposed Update and Opportunity To Comment

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

ACTION: Notice of update of AC150/5345-53B to AC150/5345-53C.

SUMMARY: The FAA proposes to replace AC150/5345-53B to AC150/5345-53C to clarify the criteria under the Airport Lighting Equipment Certification Program (ALECP) for acceptance of an organization as a third party certification body (third party certifier) and how manufacturers may get equipment qualified under the program. The Secretary of Transportation is providing notice in the *Federal Register* of, and an opportunity for public comment on, AC150/535-43C, Airport Lighting Equipment Certification Program.

DATES: Comments must be submitted on or before August 12, 2005.

ADDRESSES: Comments may be delivered or mailed to the FAA, Airport Engineering Division, AAS-100, Room

619, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Rick Marinelli, Manager, Airport Engineering Division, AAS-100, Room 619, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-7669.

SUPPLEMENTARY INFORMATION: Existing Advisory Circular (AC) 150/5345-53B, Airport Lighting Equipment Certification Program, describes the Airport Lighting Equipment Certification Program (ALECP). It provides information on how an organization can get Federal Aviation Administration (FAA) acceptance as a third party certification body (third party certifier) and how manufacturers may get equipment qualified under the program. The FAA proposes to replace AC150/5345-53B with AC150/5345-53C to clarify the criteria under the Airport Lighting Equipment Certification Program (ALECP) for acceptance of an organization as a third party certification body (third party certifier) and how manufacturers may get equipment qualified under the program. The draft document is available on the Internet. At the same Internet site is a letter to manufacturer relating to the Airport Lighting Equipment Certification Program, dated May 31, 2005. The Office of Airport Safety and Standards may revise the final AC as a result of comments received and further review.

Both the draft AC150/5345-53C and the May 31, 2005, letter to manufacturers may be obtained from the FAA Airports Internet site at <http://www.faa.gov/arp/publications/acs/draftacs.cfm>.

For any further information please contact Mr. Rick Marinelli, Manager, Airport Engineering Division, at (202) 267-7669.

Issued in Washington, DC on June 21, 2005.

David L. Bennett,

Director of Airport Safety and Standards.

[FR Doc. 05-12723 Filed 6-27-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice; Orlando Sanford International Airport, Sanford, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Sanford Airport Authority for Orlando Sanford International Airport under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is June 22, 2005.

FOR FURTHER INFORMATION CONTACT: Ms. Bonnie Baskin, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando Florida 32822, (407) 812-6331, Extension 130.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Orlando Sanford International Airport are in compliance with applicable requirements of Part 150, effective June 22, 2005. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by Sanford Airport Authority. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of part 150 includes: Exhibit 1 "Aircraft Flight Tracks-Proposed IFR Flight Tracks-Runway 9R-27L", Exhibit 2 "Existing Land Use", Exhibit 3 "2004 DNL Contours", Exhibit 4 "2009 DNL Contours", Exhibit 5 "Future Land Use", Table 14 "2004 DNL Contour Area", Table 15 "2004

Population Within the DNL Contours”, Table 16 “2009 DNL Contour Area”, and Table 17 “2009 Population Within the DNL Contours”. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on June 22, 2005.

FAA’s determination on the airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under part 150 or through FAA’s review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure maps documentation and of the FAA’s evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Dr., Suite 400, Orlando, Florida 32822; Sanford Airport Authority, 1200 Red Cleveland Boulevard, Sanford, Florida 32773.

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

Issued in Orlando, Florida, June 22, 2005.
W. Dean Stringer, Manager,
Orlando Airports District Office.
 [FR Doc. 05–12718 Filed 6–27–05; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2005–33]

Petitions for Exemption; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of disposition of prior petition.

SUMMARY: Pursuant to FAA’s rulemaking provisions governing the application, processing, and disposition of petitions for exemption, part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains the disposition of certain petitions previously received. 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.

FOR FURTHER INFORMATION CONTACT: John Linsenmeyer (202) 267–5174, Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on June 21, 2005.

Anthony F. Fazio,
Director, Office of Rulemaking.

Disposition of Petitions

Docket No.: FAA–2005–20679.

Petitioner: Dassault Aviation.

Sections of 14 CFR Affected: 14 CFR 91.613(b) and 135.170(c).

Description of Relief Sought/Disposition: Relief from the requirements for material in compartment interiors for Falcon F900EX, F2000EX, F2000, and F50EX series airplanes.

Denial of Exemption, 06/20/2005, Exemption No. 8569

[FR Doc. 05–12724 Filed 6–27–05; 8:45 am]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 05–12–C–00–MKE To Impose a Passenger Facility Charge (PFC) at General Mitchell International Airport and To Use the Revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport, Milwaukee, WI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose a PFC at General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before July 28, 2005.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, Minnesota 55450.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C. Barry Bateman, Airport Director of the General Mitchell International Airport, Milwaukee, WI at the following address: 5300 S. Howell Ave., Milwaukee, Wisconsin 53207–6189.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the County of Milwaukee under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ms. Sandra E. DePottey, Program Manager, Minneapolis Airports District Office, 6020 28th Avenue South, Room 102, Minneapolis, MN 55450, 612–713–4363. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose a PFC at General Mitchell International Airport and to use the revenue at General Mitchell International Airport and Lawrence J. Timmerman Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On June 20, 2005 the FAA determined that the application to impose and use the revenue from a PFC submitted by County of Milwaukee was substantially