

The States which received an EIDL Declaration # are Massachusetts, New Hampshire.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

Dated: May 16, 2006.

**Hector V. Barreto,**  
Administrator.

[FR Doc. E6-7810 Filed 5-22-06; 8:45 am]

BILLING CODE 8025-01-P

## SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #10322 and #10323]

### Texas Disaster Number TX-00097

**AGENCY:** U.S. Small Business Administration.

**ACTION:** Amendment 9.

**SUMMARY:** This is an amendment of the Presidential declaration of a major disaster for the State of Texas (FEMA-1624-DR), dated January 11, 2006.

*Incident:* Extreme Wildfire Threat.

*Incident Period:* 11/27/2005 and continuing through 5/14/2006.

*DATES:* Effective Date: 5/14/2006.

*Physical Loan Application Deadline Date:* 5/30/2006.

*EIDL Loan Application Deadline Date:* 10/11/2006.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, National Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, SW., Suite 6050, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** The notice of the President's major disaster declaration for the State of Texas, dated 1/11/2006, is hereby amended to establish the incident period for this disaster as beginning 11/27/2005 and continuing through 5/14/2006.

All other information in the original declaration remains unchanged.

(Catalog of Federal Domestic Assistance Numbers 59002 and 59008)

**Cheri L. Cannon,**

Acting Associate Administrator for Disaster Assistance.

[FR Doc. E6-7811 Filed 5-22-06; 8:45 am]

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## SMALL BUSINESS ADMINISTRATION

### CommunityExpress Pilot Program

**AGENCY:** U.S. Small Business Administration (SBA).

**ACTION:** Notice of Pilot Program extension.

**SUMMARY:** This notice announces the extension of SBA's CommunityExpress Pilot Program until December 31, 2006. This extension will allow time for SBA to complete its decision making regarding potential modifications and enhancements to the Program.

**DATES:** The CommunityExpress Pilot Program is extended under this notice until December 31, 2006.

**FOR FURTHER INFORMATION CONTACT:**

Charles Thomas, Office of Financial Assistance, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20416; Telephone (202) 205-6490; *charles.thomas@sba.gov*.

**SUPPLEMENTARY INFORMATION:** The CommunityExpress Pilot Program was established in 1999 as a subprogram of the Agency's SBAExpress Pilot Program. Lenders approved for participation in CommunityExpress are authorized to use the expedited loan processing procedures in place for the SBAExpress Pilot Program, but the loans approved under this Program must be to distressed or underserved markets. To encourage lenders to make these loans, SBA provides its standard 75-85 percent guaranty, which contrasts to the 50 percent guaranty the Agency provides under SBAExpress. However, under CommunityExpress, participating lenders must arrange and, when necessary, pay for appropriate technical assistance for any borrowers under the program. Maximum loan amounts under this Program are limited to \$250,000. SBA previously extended CommunityExpress until November 30, 2005 to consider possible changes and enhancements to the Program (70 FR 56962).

The further extension of this Program until December 31, 2006, will allow SBA to more fully evaluate the results and impact of the Program and to consider possible changes and enhancements to the Program. It will also allow SBA to further consult with its lending partners and the small business community about the Program.

(Authority: 13 CFR 120.3)

**James E. Rivera,**

Associate Administrator for Financial Assistance.

[FR Doc. E6-7809 Filed 5-22-06; 8:45 am]

BILLING CODE 8025-01-P

## SMALL BUSINESS ADMINISTRATION

### Export Express Pilot Program

**AGENCY:** U.S. Small Business Administration (SBA).

**ACTION:** Notice of Pilot Program extension.

**SUMMARY:** This notice announces the extension of SBA's Export Express Pilot Program until December 31, 2006. This extension will allow time for SBA to complete its decision making regarding potential modifications and enhancements to the Program.

**DATES:** The Export Express Pilot Program is extended under this notice until December 31, 2006.

**FOR FURTHER INFORMATION CONTACT:**

Charles Thomas, Office of Financial Assistance, U.S. Small Business Administration, 409 Third Street, Washington, DC 20416; Telephone (202) 205-6490; *charles.thomas@sba.gov*.

**SUPPLEMENTARY INFORMATION:** The Export Express Pilot Program was established as a subprogram of the agency's SBAExpress Pilot Program. It was established in 1998 to assist current and prospective small exporters, particularly those needing revolving lines of credit. Export Express generally conforms to the streamlined procedures of SBAExpress, although it carries SBA's full 75-85 percent guaranty. The maximum loan amount under this Program is limited to \$250,000. SBA previously extended Export Express until November 30, 2005 (70 FR 56962), and then again to May 31, 2006 (70 FR 71363), to consider possible changes and enhancements to the Program.

The further extension of this Program until December 31, 2006, will allow SBA to more fully evaluate the results and impact of the Program and to consider possible changes and enhancements to the Program. It will also allow SBA to further consult with its lending partners and the small business community about the Program.

(Authority: 13 CFR 120.3)

**James E. Rivera,**

Associate Administrator for Financial Assistance.

[FR Doc. 06-4756 Filed 5-22-06; 8:45 am]

BILLING CODE 8025-01-M

## DEPARTMENT OF STATE

[Public Notice 5417]

### Bureau of Political-Military Affairs, Part 121—United States Munitions List, Category VIII

**AGENCY:** Department of State.

**ACTION:** Notice.

**SUMMARY:** The Department of State is clarifying the coverage in the U.S. Munitions List (USML), Category VIII—

Aircraft and Associated Equipment to reflect decisions arising from a commodity jurisdiction conducted under section 120.4 of 22 CFR part 120. The result of the commodity jurisdiction is provided to ensure that all U.S. exporters are advised that any airframe parts and components common to the C-130 (Models A through H) and L-100 aircraft that have no current use on any other commercial aircraft are subject to the jurisdiction of the Department of State, Directorate of Defense Trade Controls (DDTC), effective 90 days from the date of publication of this notice. This 90 day period provides U.S. exporters the opportunity to complete existing transactions and to apply to DDTC for the proper export approval for new or subsequent shipments. Exporters should note that this notice addresses only airframe parts and components common to the C-130 and L-100 aircraft; the Department of State is not asserting jurisdiction over the L-100 aircraft at this time. Any systems employed on the L-100 that also are employed on any other commercial aircraft will remain subject to the jurisdiction of the Department of Commerce. This is subject, however, to the requirement that any systems employed on the L-100 that are specifically designed, modified, configured, or adapted for a military application will remain subject to the jurisdiction of the Department of State. Questions concerning the appropriate jurisdiction of specific systems or subsystems should be directed to DDTC. Finally, this determination does not apply to the parts and components for the C-130J model as this aircraft differs from preceding models of the C-130 so as to be considered a separate military aircraft. All C-130J parts and components are USML-controlled.

**DATES:** *Effective Date:* May 23, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr. Stephen Tomchik, Office of Defense Trade Controls Policy, Department of State, Telephone (202) 663-2799 or FAX (202) 261-8199. ATTN: Regulatory Change, USML Part 121, Category VIII.

**SUPPLEMENTARY INFORMATION:** The specific purpose of this notice is to advise the exporting community of the result of a commodity jurisdiction conducted pursuant to Section 120.4 of the ITAR regarding airframe parts and components for the L-100 aircraft that are identical to the airframe parts and components for the C-130 (Models A through H) aircraft, and that are not currently employed on other commercial aircraft.

Following receipt of a commodity jurisdiction request from a U.S. exporter

regarding airframe parts and components for the C-130 and L-100 aircraft, the Department conducted an intensive analysis of the production history and applications of the C-130 and L-100 aircraft, assessed the evolving ratio of one type of aircraft to the other, reviewed the licensing and commodity jurisdiction history applicable to these aircraft and their airframe parts and components, examined the applicability of the airframe parts common to the two aircraft, and applied the standards for designating and determining defense articles as set forth in Section 120.3 of the ITAR.

The Department has determined that the production and application histories of the two aircraft demonstrate a predominant military commonality. The C-130 was developed in response to a U.S. Air Force requirement and first became operational in 1956. The last production model (in the "H" variant) was delivered in 1998. A total of 2,164 C-130 aircraft were produced, 619 of which remain active in the air forces of 58 foreign countries. The L-100 was first certified in 1965 and the last production model was delivered in 1992. A total of 118 L-100's were produced, of which 59 remain in foreign inventories. Based on the application of all aircraft (C-130 models A through H and L-100) carrying common airframe parts and components, the Department has determined that there is no predominant commercial use or application for the airframe parts and components that are common to both aircraft.

The Department also examined the historical record regarding decisions taken with regard to the export of the L-100, the C-130, and the airframe parts and components common to both, and concludes that a definitive analysis of the issue was not performed until the commodity jurisdiction forming the basis of this notice. That commodity jurisdiction and this notice rectify an outstanding question by determining that airframe parts and components common to the two aircraft, and not currently used on other U.S. commercial aircraft, always have had a predominant military application.

An examination of all relevant information establishes that airframe parts and components common to the C-130 (Models A through H) and L-100 aircraft meet the definition of a defense article as set forth in Section 120.6 and is consistent with the policy on designating and determining a defense article as provided in Section 120.3. The manufacturer of both aircraft confirms that approximately 95% of the aircraft

parts and components used in the C-130 are used in the L-100. Such parts were specifically designed or developed for a military application as the C-130 was developed in response to an U.S. Air Force requirement. Further, such airframe parts do not have a predominant civil application; the number of military C-130 aircraft always has exceeded and will continue to exceed the number of L-100 aircraft. Additionally, the airframe parts and components common to these two aircraft do not have a performance equivalent (defined by form, fit, and function) to those parts used for other civil applications. Indeed, the Department could not identify other aircraft in which these common airframe parts and components would serve. Finally, the intended use of such defense article, i.e., parts common to the C-130 and the L-100, is not relevant in determining the proper licensing jurisdiction.

The commodity jurisdiction determination affirms that such common airframe parts and components are covered by paragraph (h) of Category VIII of the U.S. Munitions List as set forth in 22 CFR part 121. The possibility that shipments will be detained at U.S. ports of export will be minimized by providing notice that exports of such items must be properly licensed.

Exporters must be prepared to identify and document airframe parts and components common to the C-130 and the L-100 currently used on other U.S.-origin commercial aircraft. If doubt exists, a commodity jurisdiction request may be made to the Directorate of Defense Trade Controls (DDTC). For instructions, exporters should consult the DDTC Web site <http://www.pmdtc.org>.

It is recognized that there may have been some ambiguity regarding airframe parts and components common to the C-130 and L-100 aircraft flowing from prior analysis. Accordingly, it is anticipated that quantities of such common parts and components were previously exported for the direct support of C-130 aircraft in accordance with the export regulations of the Department of Commerce. The Department recognizes that exporters utilized Department of Commerce procedures prior to the date of this notice for exports of airframe parts and components common to the C-130 and L-100 aircraft. The Department also recognizes that exporters are likely required to put in place new processes and procedures to change the export approval process from Commerce to State. Therefore, any exports or re-exports of the airframe parts and

components that are the subject of this notice that occur 90 days after the date of this notice must take place in accordance with the ITAR.

In addition, for purposes of analysis, the Department requires information from exporters who previously used the Department of Commerce procedures to export airframe parts and components common to the C-130 and L-100 aircraft. Exporters must provide a report to DDTTC within 90 days of the effective date of this notice (see above section entitled **FOR FURTHER INFORMATION CONTACT** for contact information). Reports should be based on available records for the past five years and should specify the following: (1) The type of aircraft supported; (2) the estimated value of the parts exported; and (3) the end user countries to which the parts were exported. In addition, exporters have an affirmative duty to notify foreign parties in receipt of such airframe parts and components that any retransfer of these parts that occur 90 days from the date of this notice will require the authorization of the Directorate of Defense Trade Controls (DDTC) in accord with current regulation and practice.

As regards L-100 aircraft that were exported prior to the effective date of this notice under the terms of a Department of Commerce authorization, such exports will continue to be governed by the terms of such authorization so long as: (1) The aircraft continues to operate in the manner and for the purpose for which the Department of Commerce authorization was granted, (2) the aircraft is not modified, configured, or adapted for a military application, and (3) ownership of the aircraft is not transferred to a party in or from a third country. L-100 aircraft that do not meet these criteria are subject to the controls of the ITAR. In addition, exporters of L-100 aircraft must advise end users that, effective 90 days from the date of this notice, L-100 aircraft in their possession may not travel to or transit countries identified in Section 126.1 of the ITAR without the express approval of the Directorate of Defense Trade Controls (DDTC). Further, consistent with current practice, U.S. exporters seeking to export L-100 aircraft should consult with both the Departments of Commerce and State regarding jurisdictional licensing requirements.

This notice involves a foreign affairs function of the United States and, therefore, is not subject to the procedures required by 5 U.S.C. 553 and 554. It is exempt from review under Executive Order 12866; but has been reviewed internally within the

Department of State to ensure consistency with the purposes thereof. This rule does not require analysis under the Regulatory Flexibility Act or the Unfunded Mandates Reform Act. It has been found not to be a major rule within the meaning of the Small Business Regulatory Enforcement Act of 1966. It will not have substantial direct effects on the States, the relationship between the National Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with section 6 of Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant application of Executive Orders Nos. 12372 and 13123. However, affected U.S. persons are invited to submit written comments to the Department of State, Office of Defense Trade Controls, ATTN: Stephen Tomchik, Regulatory Change, USML Category VIII, 12th Floor, SA-1, Washington, DC 20522.

**Gregory M. Suchan,**

*Acting Assistant Secretary, Bureau of Political-Military Affairs, Department of State.*

[FR Doc. E6-7850 Filed 5-22-06; 8:45 am]

**BILLING CODE 4710-25-P**

## DEPARTMENT OF STATE

[Public Notice 5404]

### Advisory Committee on Transformational Diplomacy; Notice of Meeting

The Department of State announces a meeting of the Secretary of State's Advisory Committee on Transformational Diplomacy on Tuesday June 6, 2006, at the U.S. Department of State at 2201 C Street, NW., Washington, DC. The Committee is a group of prominent Americans from the private sector that will provide the Department with advice on its worldwide management operations, including structuring, leading, and managing large global enterprises, communicating governmental missions and policies to relevant publics, and better using information technology.

The agenda for the meeting on June 6 will include issues related to global geographic repositioning, effective methods of identifying and mentoring talent, and managing a global enterprise.

The Committee will meet in open session from 10 a.m. until 12 p.m. In addition, the Committee will meet in closed session from 9 a.m. until 10 a.m. and for a short period in the afternoon in order to receive classified briefings

and to discuss classified information and proprietary commercial and financial information that is considered privileged and confidential. It has been determined that these portions of the meeting will be closed to the public pursuant to section 10(d) of the Federal Advisory Committee Act and 5 U.S.C. 552b(c)(1) and 552b(c)(4).

Entry to the building is controlled and will be facilitated by advance arrangements. Members of the public (including government employees) desiring access to the session should, by June 1, 2006, notify the Advisory Committee on Transformational Diplomacy (phone: 202-647-0093) of their name, date of birth; citizenship (country); ID number, *i.e.*, U.S. government ID (agency), U.S. military ID (branch), passport (country), or drivers license (state); professional affiliation, address, and telephone number. All attendees must use the "C" Street entrance, after being screened through the exterior screening facilities. One of the following valid IDs will be required for admittance: Any U.S. driver's license with photo, a passport, or a U.S. Government agency ID. Because an escort is required at all times, attendees should expect to remain in the meeting for the entire session.

For more information, contact Madelyn Marchessault, Designated Federal Official of the Advisory Committee on Transformational Diplomacy at 202-647-0093 or at [Marchessaultms@state.gov](mailto:Marchessaultms@state.gov).

Dated: May 18, 2006.

**Marguerite Coffey,**

*Acting Director, Office of Management Policy, Department of State.*

[FR Doc. 06-4819 Filed 5-22-06; 8:45 am]

**BILLING CODE 4710-35-P**

## DEPARTMENT OF STATE

[Public Notice 5418]

### Bureau of Oceans and International Environmental and Scientific Affairs; Certifications Pursuant to Section 609 of Public Law 101-162

**SUMMARY:** On April 28, 2006, the Department of State certified, pursuant to Section 609 of Public Law 101-162 ("Section 609"), that 14 nations have adopted programs to reduce the incidental capture of sea turtles in their shrimp fisheries comparable to the program in effect in the United States. The Department also certified that the fishing environments in 24 other countries and one economy, Hong Kong, do not pose a threat of the incidental taking of sea turtles protected under