

Commission, and all written communications relating to the proposed rule change between the Commission and any persons, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Room. Copies of such filing will also be available for inspection and copying at the principal office of the Phlx. All submissions should refer to File No. SR-Phlx-99-16 and should be submitted by October 28, 1999.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.<sup>14</sup>

**Jonathan G. Katz,**  
Secretary.

[FR Doc. 99-26159 Filed 10-6-99; 8:45 am]  
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## SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster #3203, Amdt. 5]

### State of Minnesota

In accordance with correspondence received from the Federal Emergency Management Agency, effective September 22, 1999, the above-numbered Declaration is hereby amended to extend the deadline for filing applications for physical damages as a result of this disaster to October 25, 1999.

All other information remains the same, *i.e.*, the deadline for filing applications for economic injury is April 28, 2000.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: September 29, 1999.

**Bernard Kulik,**

Associate Administrator for Disaster Assistance.

[FR Doc. 99-26163 Filed 10-6-99; 8:45 am]  
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## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### Allocation of the Refined Cane Sugar and Sugar Containing Products Tariff-Rate Quotas for 1999-2000

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

**ACTION:** Notice.

**SUMMARY:** The Office of the United States Trade Representative (USTR) is providing notice of the allocation of

27,954 metric tons of refined sugar to Mexico and allocation of 10,300 metric tons of refined sugar and 59,250 metric tons of sugar containing products to Canada and globalization of the remaining refined sugar tariff-rate quota (which includes speciality sugars) for the period that begins October 1, 1999 and ends September 30, 2000.

**EFFECTIVE DATE:** October 1, 1999.

**ADDRESSES:** Inquiries may be mailed or delivered to Karen Ackerman, Senior Economist, Office of Agricultural Affairs (Room 423), Office of the United States Trade Representative, 600 17th Street, NW, Washington, DC 20508.

**FOR FURTHER INFORMATION CONTACT:** Karen Ackerman, Office of Agricultural Affairs, 202-395-6127.

**SUPPLEMENTARY INFORMATION:** Pursuant to Additional U.S. Note 5 to chapter 17 of the Harmonized Tariff Schedule of the United States (HTS), the United States maintains tariff-rate quotas for imports of refined sugar and sugar containing products.

Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a tariff-rate quota for any agricultural product among supplying countries or customs areas. The President delegated this authority to the United States Trade Representative under paragraph (3) of Presidential Proclamation No. 6763 (60 FR 1007).

The in-quota quantity of the tariff-rate quota for refined sugar for the period October 1, 1999-September 30, 2000, has been established by the Secretary of Agriculture at 60,000 metric tons, raw value (66,139 short tons). A total of 7,090 metric tons (7,815 short tons) of this tariff-rate quota will be available for refined sugar and 14,656 metric tons (16,155 short tons) will be available for specialty sugars on a globalized basis, that is, these amounts will be available on a first-come, first-serve basis. A total of 10,300 metric tons (11,354 short tons) of refined sugar and 59,250 metric tons (65,312 short tons) of sugar containing products (of the tariff-rate quota maintained under additional U.S. Note 8 to Chapter 17 of the Harmonized Tariff Schedule) will be allocated to Canada. Separately, an additional 2,954 metric tons (3,256 short tons) of refined sugar will be allocated to Mexico. The remaining 25,000 metric tons (27,558 short tons) of refined sugar tariff-rate quota is being allocated to Mexico to fulfill obligations pursuant to the North American Free Trade Agreement (NAFTA).

Under the NAFTA, the United States is to provide total access for raw and

refined sugar from Mexico of 25,000 metric tons, raw value, for this quota period in conjunction with Mexico's net surplus producer status. Once the raw sugar tariff-rate quota has been established, this allocation is subject to the condition that the total imports of raw and refined sugar from Mexico, combined, is not to exceed 25,000 metric tons raw value. The allocation of the refined sugar and sugar containing products tariff-rate quotas to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications.

**Charlene Barshefsky,**

United States Trade Representative.

[FR Doc. 99-26110 Filed 10-6-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Advisory Circular (AC) 25-17A, Transport Airplane Cabin Interiors Crashworthiness Handbook

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

**ACTION:** Notice of availability of proposed advisory circular (AC) 25-17A and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed revision to an advisory circular (AC) which provides methods acceptable to the Administrator for showing compliance with the type certification requirements of Title 14, Code of Federal Regulations (14 CFR) part 25, pertaining to the cabin safety and crashworthiness of transport category airplanes. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC revision.

**DATES:** Comments must be received on or before February 4, 2000.

**ADDRESS:** Send all comments on the proposed AC revision to: Federal Aviation Administration, Attention: Terry Rees, Airframe/Cabin Safety Branch, ANM-115, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Domonique Adams, Transport Standards Staff, at the address above, telephone (425) 227-2111.

**SUPPLEMENTARY INFORMATION:**

<sup>14</sup> 17 CFR 200.30-3(a)(12).

### Comments Invited

A copy of the draft AC revision may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**: Interested persons are invited to comment on the proposed AC revision by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25-17A, and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC revision. The proposed AC can be found and downloaded from the Internet at <http://www.faa.gov/avr/air/airhome.htm>, at the link titled "Draft Advisory Circulars." A paper copy of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT**.

### Discussion

Advisory Circular 25-17 contains guidance pertinent to the cabin safety and crashworthiness type certification requirements of part 25 as amended through Amendment 25-59. This proposed revision essentially updates AC 25-17 by compiling additional pertinent guidance associated with amendments through Amendment 25-70. As is the case with AC 25-17, the proposed AC 25-17A continues to be organized numerically by basic part 25 crashworthiness requirements, then by a chronological reference of amendments that affect each requirement, and finally by any guidance associated with each of those amendments. In order to correctly utilize either AC 25-17 or the proposed revision, the applicability of a particular crashworthiness requirement, amendment, or associated guidance to an airplane must first be established by determining the airplane's certification basis as defined in its Type Certificate Data Sheet (TCDS).

Some advisory and guidance information applicable to transport airplane cabin safety and crashworthiness has been formally published in single-topic ACs. Advisory circulars have not been developed for all topics related to cabin safety and crashworthiness, however. In many instances, the introduction of new technology or features, or the occurrence of incidents or accidents has prompted a fresh interpretation of existing regulations or the introduction of new regulations. Issue papers and special conditions have in some cases documented the means of compliance found to be satisfactory to the FAA. In

other instances, applicants, FAA Aircraft Certification Office (ACO) managers, and foreign regulatory authorities have requested interpretations of the intent of specific regulations. Responses to those requests have been documented in the form of issue papers, and policy memorandums distributed to all ACOs, letters to applicants and foreign airworthiness authorities. Generally, all these types of information have not been organized or cataloged in a manner that facilitates ready access, and consequently, it is sometimes difficult to identify the guidance that may exist on any given topic. This proposed AC revision compiles existing policy up to the previously identified part 25 amendment into one document, so that all interested parties have more current and easier access to this information. The methods and procedures described in this AC, as proposed to be revised, have evolved over many years, and represent certification practices pertinent to the associated requirements, at the indicated amendment levels.

Issued in Renton, Washington, on September 21, 1999.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 99-26171 Filed 10-6-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of a Current Public Collection 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 11 currently approved public information collections which will be submitted to OMB for renewal.

**DATES:** Comments must be received on or before December 6, 1999.

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

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

**SUPPLEMENTARY INFORMATION:** The FAA solicits comments on the following current collection of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following is a short synopsis of the currently approved public information collection activity, which will be submitted to OMB for review and renewal:

1. *2120-0010, Repair Station Certification, 14 CFR Part 145.* The information collected on FAA Form 8310-3, Application for Repair Station Certificate and/or Rating, is required from applicants who wish repair station certification. 14 CFR Part 145 prescribes the requirements for issuing repair station certificates and associated ratings to maintenance and alteration facilities the collection of this information is necessary for the issuance, renewal, or amendment of applicant's repair station certificates, and ensuring that repair stations meet minimum acceptable standards. There are an estimated 1100 applications annually for an estimated annual burden of 305,000 hours.

2. *2120-0026, Domestic and International Flight Plans.* The information collected on FAA Form 7233-1 Domestic Flight Plan, is used to control aircraft operating under instrument flight rules and to provide search and rescue information in the event of an accident or incident. The information is used by air traffic controllers and search and rescue personnel. The information collected on FAA Form 7233-4, International Flight Plan, is used for the same purposes as domestic flight plans and is used by foreign controllers as well as domestic. Statistics are not kept on the total number of flight plans filed into the national airspace system (NAS). The estimated burden associated with this collection during the last submission was 2.5 minutes per response, times 6,327,833 responses, equaling 263,660 hours annually. The burden associated with this submission has not been calculated.

3. *2120-0039, Air Carriers/Commercial Operators 14 CFR Part 135.* The respondents in the last submission three years ago was an estimated 1,700 air carriers and commercial operators. The estimated total annual burden in the last submission was 1,000,000 hours