

Add: 15. Develops and conducts OCO-wide operational training and employee development activities. Analyzes and evaluates training and effectiveness. Ensures that required Agency-level, other Government agency, and private vendor training is provided.

Add: 16. Resource Planning and Management

Dated: December 24, 2003.

Reginald F. Wells,

Deputy Commissioner for Human Resources.

[FR Doc. 04-684 Filed 1-12-04; 8:45 am]

BILLING CODE 4191-02-U

DEPARTMENT OF STATE

[Public Notice 4582]

Determinations Pursuant to Executive Order 13224

In the Matter of the Amended Designations of the Kurdistan Freedom and Democracy Congress also known as the Freedom and Democracy Congress of Kurdistan, also known as KADEK, also known as the Kurdistan Workers' Party, also known as the PKK, also known as Partiya Karkeran Kurdistan, also known as the People's Defense Force, also known as Halu Mesru Savunma Kuvveti (HSK), also known as Kurdistan People's Congress (KHK), also known as People's Congress of Kurdistan, also known as KONGRA-GEL, as a Foreign Terrorist Organization pursuant to Section 219 of the Immigration and Nationality Act and pursuant to Section 1(b) of Executive Order 13224.

Based upon a review of the administrative record assembled in this matter, and in consultation with the Attorney General, the Secretary of the Treasury, and the Secretary of Homeland Security, the Deputy Secretary of State has concluded that there is a sufficient factual basis to find that the Kurdistan Workers' Party, also known as the Freedom and Democracy Congress of Kurdistan and other aliases, has changed its name to the Kurdistan People's Congress (KHK), also known as People's Congress of Kurdistan, and also known as KONGRA-GEL, and that the relevant circumstances described in Section 219(a)(1) of the Immigration and Nationality Act, as amended (the "INA") (8 U.S.C. 1189(a)(1)), and in Section 1(b) of Executive Order 13224, as amended ("E.O. 13224"), still exist with respect to that organization.

Therefore, the Deputy Secretary of State hereby further amends the designation of that organization as a foreign terrorist organization, pursuant to Section 219(a)(4)(B) of the INA (8

U.S.C. 1189(a)(4)(B)), and further amends the 2001 designation of that organization pursuant to Section 1(b) of E.O. 13224, to include the following new names: Kurdistan People's Congress (KHK), People's Congress of Kurdistan, KONGRA-GEL.

Consistent with the determination in section 10 of Executive Order 13224 that "prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously", no prior notice need be provided to any person subject to this determination who might have a constitutional presence in the United States, because to do so would render ineffectual the measures authorized in the Order.

Dated: January 5, 2004.

Cofer Black,

*Coordinator for Counterterrorism,
Department of State.*

[FR Doc. 04-576 Filed 1-12-04; 5:00 pm]

BILLING CODE 4710-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity To Participate, Criteria Requirements and Application Procedure for Participation in the Military Airport Program (MAP).

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of criteria and application procedures for designation or redesignation, for the fiscal year 2004 MAP.

SUMMARY: This notice announces the criteria, application procedures, and schedule to be applied by the Secretary of Transportation in designating or redesignating, and funding capital development annually for up to 15 current (joint-use) or former military airports seeking designation or redesignation to participate in the Military Airport Program (MAP).

The MAP allows the Secretary to designate current (joint-use) or former military airports to receive grants from the Airport Improvement Program (AIP). The Secretary is authorized to designate an airport (other than an airport designated before August 24, 1994) only if:

(1) The airport is a former military installation closed or realigned under the Title 10 U.S.C. § 2687 (announcement of closures of large

Department of Defense installations after September 30, 1977), or under Section 201 or 2905 of the Defense Authorization Amendments and Base Closure and Realignment Acts; or

(2) the airport is a military installation with both military and civil aircraft operations.

The Secretary shall consider for designation only those current or former military airports, at least partly converted to civilian airports as part of the national air transportation system, that will reduce delays at airports with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings, or will enhance airport and air traffic control system capacity in metropolitan areas or reduce current and projected flight delays (49 U.S.C. 47118(c)).

DATES: Airport sponsors should send applications for new designation and redesignation in the MAP to the FAA Regional Airports Division or Airports District Office that serves the airport. That office must receive applications on or before February 12, 2004.

ADDRESSES: Submit an original and two copies of Standard Form (SF) 424, "Application for Federal Assistance," prescribed by the Office of Management and Budget Circular A-102, available at http://www.whitehouse.gov/omb/grants/grants_forms.html, along with any supporting and justifying documentation. Applicant should specifically request to be considered for designation or redesignation to participate in the fiscal year 2004 MAP. Submission should be sent to the Regional FAA Airports Division or Airports District Office that serves the airport. Applicants may find the proper office on the FAA Web site <http://www.faa.gov/arp/regions.cfm> or may contact the office below.

FOR FURTHER INFORMATION CONTACT: Mr. Murdock (oliver.murdock@faa.gov) or Leonard C. Sandelli (len.sandelli@faa.gov), National Planning Division (APP-400), Office of Airport Planning and Programming, Federal Aviation Administration (FAA), 800 Independence Avenue, SW., Washington, DC, 20591, (202) 267-8244, or (202) 267-8785, respectively.

SUPPLEMENTARY INFORMATION:

General Description of the Program

The MAP provides capital development assistance to civil airport sponsors of designated current (joint-use) military airfields or former military airports that are included in the FAA's National Plan of Integrated Airport Systems (NPIAS). Airports designated to

the MAP may obtain funds from a set-aside (currently four percent) of AIP discretionary funds for airport development, including certain projects not otherwise eligible for AIP assistance. These airports may also be eligible to receive grants from other categories of AIP funding.

Number of Airports

A maximum of 15 airports per fiscal year (FY) may participate in the MAP at any time. There are 5 slots available for designation or redesignation in FY 2004. One of the 5 airports may be designated as a general aviation airport.

Term of Designation

The maximum term is five fiscal years following designation. The FAA can designate airports for a period less than five years. The FAA will evaluate the conversion needs of the airport in its capital development plan to determine the appropriate length of designation.

Redesignation

Previously designated airports may apply for redesignation for an additional term not to exceed five years. Those airports must meet current eligibility requirements in 49 U.S.C. 47118 (a) at the beginning of each grant period and have MAP eligible projects. The FAA will evaluate applications for redesignation primarily in terms of warranted projects fundable only under the MAP as these candidates tend to have fewer conversion needs than new candidates. The FAA wants MAP airports to graduate to regular AIP participation.

Eligible Projects

In addition to eligible AIP projects, MAP can fund passenger terminal facilities, fuel farms, utility systems, surface automobile parking lots, hangars, and air cargo terminals up to 50,000 square feet. Designated or redesignated military airports can also receive not more than \$10,000,000 for fiscal years 2004 and 2005 and \$7,000,000 for each fiscal year after 2005 for projects to construct, improve, or repair terminal building facilities. Designated or redesignated military airports can also receive not more than \$10,000,000 for fiscal years 2004 and 2005 and \$7,000,000 for each fiscal year after 2005 for MAP eligible projects that include hangars, cargo facilities, fuel farms, automobile surface parking, and utility work.

Designation Considerations

In making designations of new candidate airports, the Secretary of Transportation may only designate an

airport (other than an airport so designated before August 24, 1994) if it meets the following general requirements:

(I) (1) The airport is a former military installation closed or realigned under—

(A) Section 2687 of Title 10;

(B) Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act (BRAC) (10 U.S.C. 2687 note); or

(C) Section 2905 of the Defense Base Closure and Realignment Act of 1990 (10 U.S.C. 2687 note); or

(1) The airport is a military installation with both military and civil aircraft operations.

(II) The airport is classified as a commercial service or reliever airport in the NPIAS. One of the designated airports, if included in the NPIAS, may be a general aviation (GA) airport (public airport other than an air carrier airport, 14 CFR 152.3) that was a former military installation closed or realigned under BRAC, as amended, or 10 U.S.C. 2687. (See 49 U.S.C. 47118(g)). A general aviation airport must qualify under (1) above.

(III) In designating new candidate airports, the Secretary shall consider if a grant would:

(1) reduce delays at an airport with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings; or

(2) Enhance airport and air traffic control system capacity in a metropolitan area or reduce current and projected flight delays.

The application for new designations will be evaluated in terms of how the proposed projects would contribute to congestion relief and/or how the airport would enhance air traffic or airport system capacity and provide adequate user services.

Project Evaluation

Recently realigned or closed military airports as well as active military airfields with new joint-use agreements have the greatest need of funding to convert to, or to incorporate, civil airport operations. Newly converted airports and new joint-use locations frequently have minimal capital development resources and will therefore receive priority consideration for designation and MAP funding. The FAA will evaluate the need for eligible projects based upon information in the candidate airport's five-year Airport Capital Improvement Plan (ACIP). These projects need to be related to development of that airport and/or the air traffic control system. It is the intent of the Secretary of Transportation to fund those airport projects which

maximize the benefits to the capacity of the air traffic control and airport systems, and/or promote the reduction of airport congestion.

1. The FAA will evaluate candidate airports and/or the airports such candidate airports would relieve based on the following specific factors:

- Compatibility of airport roles and the ability of the airport to provide an adequate airport facility;
- The capability of the candidate airport and its airside and landside complex to serve aircraft that otherwise must use the relieved airport;
- Landside surface access;
- Airport operational capability, including peak hour and annual capacities of the candidate airport;
- Potential of other metropolitan area airports to relieve the congested airport;
- Ability to satisfy, relieve, or meet air cargo demand within the metropolitan area;

• Forecasted aircraft and passenger levels, type of commercial service anticipated, *i.e.*, scheduled or charter commercial service;

• Type and capacity of aircraft projected to serve the airport and level of operations at the relieved airport and the candidate airport;

• The potential for the candidate airport to be served by aircraft or users, including the airlines, serving the congested airport;

• Ability to replace an existing commercial service or reliever airport serving the area; and

• Any other documentation to support the FAA designation of the candidate airport.

2. The FAA will evaluate the development needs that, if funded, would make the airport a viable civil airport that will enhance system capacity or reduce delays. Newly closed installations or airports with new joint-use agreements with existing military aviation facilities will be strongly considered for designation since they tend to have the greatest conversion needs.

Application Procedures and Required Documentation

Airport sponsors applying for designation or redesignation must complete and submit an SF 424, "Application for Federal Assistance," and provide supporting documentation to the appropriate FAA regional or district office serving that airport.

Standard Form 424:

Sponsors can obtain this form at http://www.whitehouse.gov/omb/grants/grants_forms.html. A form that can be completed with a computer is available at <http://www2.faa.gov/arp/forms/>

f424.doc. Fill this form out completely including the following: Mark Item 1 *Type of Submission* as a “pre-application” and indicate it is for “construction.” Mark item 8 *Type of Application* as “new” and in “other” fill in “Military Airport Program.” Fill in Item 11 *Descriptive Title of Applicants Project*. “Designation (or redesignation) to the Military Airport Program.” In Item 15a *Estimated Funding*, indicate the total amount of funding requested from the MAP during the entire term for which you are applying.

Supporting Documentation

(A) *Identification as Current or Former Military Airport.* The application must identify the airport as either a current or former military airport and indicate whether it was:

(1) Closed or realigned under Section 201 of the Defense Authorization Amendments and Base Closure and Realignment Act, and/or Section 2905 of the Defense Base Closure and Realignment Act of 1990 (Installations Approved for Closure by the Defense Base Realignment and Closure Commissions), or

(2) Closed or realigned pursuant to 10 U.S.C. 2687 as excess property (bases announced for closure by Department of Defense (DOD) pursuant to this title after September 30, 1977 (this is the date of announcement for closure and not the date the property was deeded to the airport sponsor)), or

(3) A military installation with both military and civil aircraft operations. The airport receiving a general aviation designation may be joint-use but must qualify under (1) or (2) above.

(B) *Qualifications for MAP:*

Submit documents for (1) through (7) below:

(1) Documentation that the airport meets the definition of a “public airport” as defined in 49 U.S.C. § 47102(16).

(2) Documentation indicating the required environmental review for civil reuse or joint-use of the military airfield has been completed. This environmental review need not include review of the individual projects to be funded by the MAP. Rather, the documentation should reflect that the environmental review necessary to convey the property, enter into a long-term lease, or finalize a joint-use agreement has been completed. The military department conveying or leasing the property, or entering into a joint-use agreement, has the lead responsibility for this environmental review. The environmental review and approvals must indicate that the operator or owner of the airport has

good title, satisfactory to the Secretary, or assures that good title will be acquired, to meet AIP requirements.

(3) For a former military airport, documentation that the eligible airport sponsor holds or will hold satisfactory title, a long-term lease in furtherance of conveyance of property for airport purposes, or a long-term interim lease for 25 years or longer, to the property on which the civil airport is being located. Documentation that an application for surplus or BRAC airport property has been accepted by the Federal Government is sufficient to indicate the eligible airport sponsor holds or will hold satisfactory title or a long-term lease.

(4) For a current military airport, documentation that the airport sponsor has an existing joint-use agreement with the military department having jurisdiction over the airport. This is necessary so the FAA can legally issue grants to the sponsor. In here and (3) directly above, the airport must possess the necessary property rights in order to accept a grant for its proposed projects during FY 2004.

(5) Documentation that the airport is classified as a “commercial service airport” or a “reliever airport” as defined in 49 U.S.C. 47102(7) and 47102(18), unless the airport is applying for the general aviation slot.

(6) Documentation that the airport owner is an eligible airport “sponsor” as defined in 49 U.S.C. 47102(19).

(7) Documentation that the airport has an approved airport layout plan (ALP) and a five-year airport capital improvement plan (ACIP) indicating all eligible grant projects proposed to be funded either from the MAP or other portions of the AIP.

(C) *Evaluation Factors:*

Submit information on the items below to assist in our evaluation:

(1) Information identifying the existing and potential levels of visual or instrument operations and aeronautical activity at the current or former military airport and, if applicable, the relieved airport. Also, if applicable, information on how the airport contributes to air traffic system or airport system capacity. If served by commercial air carriers, the revenue passenger and cargo levels should be provided.

(2) A description of the airport’s projected civil role and development needs for transitioning from use as a military airfield to a civil airport. Include how development projects would serve to reduce delays at an airport with more than 20,000 hours of annual delays in commercial passenger aircraft takeoffs and landings; or enhance capacity in a metropolitan area

or reduce current and projected flight delays.

(3) A description of the existing airspace capacity. Describe how anticipated new operations would affect the surrounding airspace and air traffic flow patterns in the metropolitan area in or near the airport. Include a discussion of the level to which operations at this airport create airspace conflicts that may cause congestion or whether air traffic works into the flow of other air traffic in the area.

(4) A description of the airport’s five-year ACIP, including a discussion of major projects, their priorities, projected schedule for project accomplishment, and estimated costs. The ACIP must specifically identify the safety, capacity, and conversion related projects, associated costs, and projected five-year schedule of project construction, including those requested for consideration for MAP funding.

(5) A description of those projects that are consistent with the role of the airport and effectively contribute to the joint-use or conversion of the airfield to a civil airport. The projects can be related to various improvement categories depending on what is needed to convert from military to civil airport use, to meet required civil airport standards, and/or to provide capacity to the airport and/or airport system. The projects selected (e.g., safety-related, conversion-related, and/or capacity-related), must be identified and fully explained based on the airport’s planned use. Those projects that may be eligible under MAP, if needed for conversion or capacity-related purposes, must be clearly indicated, and include the following information:

Airside

- Modification of airport or military airfield for safety purposes, including airport pavement modifications (e.g., widening), marking, lighting, strengthening, drainage or modifying other structures or features in the airport environs to meet civil standards for airport imaginary surfaces as described in 14 CFR part 77.

- Construction of facilities or support facilities such as passenger terminal gates, aprons for passenger terminals, taxiways to new terminal facilities, aircraft parking, and cargo facilities to accommodate civil use.

- Modification of airport or military utilities (electrical distribution systems, communications lines, water, sewer, storm drainage) to meet civil standards. Also, modifications that allow utilities on the civil airport to operate independently, where other portions of the base are conveyed to entities other

than the airport sponsor or retained by the Government.

- Purchase, rehabilitation, or modification of airport and airport support facilities and equipment, including snow removal, aircraft rescue, fire fighting buildings and equipment, airport security, lighting vaults, and reconfiguration or relocation of eligible buildings for more efficient civil airport operations.
- Modification of airport or military airfield fuel systems and fuel farms to accommodate civil aviation use.
- Acquisition of additional land for runway protection zones, other approach protection, or airport development.
- Cargo facility requirements.
- Modifications which will permit the airfield to accommodate general aviation users.

Landside

- Construction of surface parking areas and access roads to accommodate automobiles in the airport terminal and air cargo areas and provide an adequate level of access to the airport.
- Construction or relocation of access roads to provide efficient and convenient movement of vehicular traffic to, on, and from the airport, including access to passenger, air cargo, fixed base operations, and aircraft maintenance areas.

• Modification or construction of facilities such as passenger terminals, surface automobile parking lots, hangars, air cargo terminal buildings, and access roads to cargo facilities to accommodate civil use.

(6) An evaluation of the ability of surface transportation facilities (road, rail, high-speed rail, maritime) to provide intermodal connections.

(7) A description of the type and level of aviation and community interest in the civil use of a current or former military airport.

(8) One copy of the FAA-approved ALP for each copy of the application. The ALP or supporting information should clearly show capacity and conversion related projects. Other information such as project costs, schedule, project justification, other maps and drawings showing the project locations, and any other supporting documentation that would make the application easier to understand should also be included. You may also provide photos, which would further describe the airport, projects, and otherwise clarify certain aspects of this application. These maps and ALP's should be cross-referenced with the project costs and project descriptions.

Redesignation of Airports Previously Designated and Applying for up to an Additional Five Years in the Program

Airports applying for redesignation to the Military Airport Program must submit the same information required by new candidate airports applying for a new designation. On the SF 424, Application for Federal Assistance, prescribed by the Office of Management and Budget Circular A-102, airports must indicate their application is for redesignation to the MAP. In addition to the above information, they must explain:

(1) Why a redesignation and additional MAP eligible project funding is needed to accomplish the conversion to meet the civil role of the airport and the preferred time period for redesignation not to exceed five years;

(2) Why funding of eligible work under other categories of AIP or other sources of funding would not accomplish the development needs of the airport; and

(3) Why, based on the previously funded MAP projects, the projects and/or funding level were insufficient to accomplish the airport conversion needs and development goals.

This notice is issued pursuant to Title 49 U.S.C. 47118.

Issued at Washington, DC, on January 5, 2004.

James R. White,

Acting Director, Office of Airport Planning and Programming.

[FR Doc. 04-593 Filed 1-12-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice To Intend To Rule on Application 04-02-C-00-HPN To Impose a Revenue From a Passenger Facility Charge (PFC) at Westchester County Airport, White Plains, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to intend to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose a PFC at Westchester County Airport under the provisions of the Aviation Safety and Capacity Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before February 12, 2004.

ADDRESSES:

Comments on this Application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Dan Vornea, Project Manager, New York District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert J. Bracchitta, Assistant Commissioner, Department of Transportation, Westchester County at the following address: Westchester County Airport, Building #11, 36 Loop Road, White Plains, New York 10604.

Air carriers and foreign air carriers may submit copies of their written comments previously provided to Westchester County Airport under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, Telephone No. (516) 227-3812. 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 Westchester County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On January 5, 2004 the FAA determined that the application to impose a PFC submitted by the Westchester County was substantially completed within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 1, 2004.

The following is a brief overview of the application:

Application Number: 04-02-C-00-HPN.

Level of Proposed PFC: \$4.50.

Proposed Charge Effective Date: May 1, 2004.

Proposed Charge Expiration Date: October 1, 2014.

Total Estimated PFC Revenue: \$20,200,000.

Brief Description of Proposed Project: Design and Construction of a New Deicing Facilities.

Class or classes of air carriers which the public agency has requested not to be required to collect PFS's are: Non-Scheduled/On Demand Air Carriers filing FAA Form 1800-31.

Any person may inspect the Application in person at the FAA office