

As noted above, at the end of the three-year period, the above named persons/entities remain debarred unless licensing privileges are reinstated.

Debarred persons are generally ineligible to participate in activity regulated under the ITAR (see *e.g.*, sections 120.1(c) and (d), and 127.11(a)). The Department of State will not consider applications for licenses or requests for approvals that involve any person who has been convicted of violating or of conspiring to violate the AECA during the period of statutory debarment. Persons who have been statutorily debarred may appeal to the Under Secretary for Arms Control and International Security for reconsideration of the ineligibility determination. A request for reconsideration must be submitted in writing within 30 days after a person has been informed of the adverse decision, in accordance with 22 CFR 127.7(d) and 128.13(a).

This notice is provided for purposes of making the public aware that the persons listed above are prohibited from participating directly or indirectly in any brokering activities and in any export from or temporary import into the United States of defense articles, related technical data, or defense services in all situations covered by the ITAR. Specific case information may be obtained from the Office of the Clerk for the U.S. District Court, Central District of California (Los Angeles) citing the court case number where provided.

This notice involves a foreign affairs function of the United States encompassed within the meaning of the military and foreign affairs exclusion of the Administrative Procedure Act. Because the exercise of this foreign affairs function is discretionary, it is excluded from review under the Administrative Procedure Act.

Rose M. Likins,

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

[FR Doc. 05-15721 Filed 8-8-05; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Petition Under Section 302 on China's Currency Valuation; Decision Not To Initiate Investigation

AGENCY: Office of the United States Trade Representative.

ACTION: Decision not to initiate investigation.

SUMMARY: The United States Trade Representative (USTR) has determined

not to initiate an investigation under section 302 of the Trade Act of 1974 with respect to a petition addressed to China's currency valuation policies because initiation of an investigation would not be effective in addressing the issues raised in the petition.

DATES: Effective May 27, 2005.

FOR FURTHER INFORMATION CONTACT:

Terrence McCartin, Senior Director of Monitoring and Enforcement for China, (202) 395-3900; or William Busis, Associate General Counsel and Chairman of the Section 301 Committee, (202) 395-3150.

SUPPLEMENTARY INFORMATION: On April 20, 2005, the Congressional China Currency Action Coalition filed a petition pursuant to section 302(a)(1) of the Trade Act of 1974, as amended (the Trade Act), alleging that certain acts, policies and practices of the Government of China with respect to the valuation of China's currency deny and violate international legal rights of the United States, are unjustifiable, and burden or restrict U.S. commerce. In particular, the petition alleged that China's acts, policies and practices that maintain a fixed exchange rate vis a vis the U.S. dollar have resulted in a significant undervaluation of China's currency. The petition alleged that these acts, policies and practices amount: To a prohibited export subsidy under the Agreement on Subsidies and Countervailing Measures and articles VI and XVI of the General Agreement on Tariffs and Trade 1994 (GATT 1994); to exchange action under article XV of the GATT 1994 that frustrates the intent of articles I, II, III, and XI of the GATT 1994; and to subsidies that are inconsistent with China's obligations under articles 3, 9, and 10 of the Agreement on Agriculture. The petition also alleged that these acts, policies and practices of China violate international legal rights of the United States under articles IV and VIII of the Articles of Agreement of the International Monetary Fund, and that they burden or restrict U.S. commerce by, among other things, suppressing U.S. manufacturing for domestic consumption and the growth in U.S. exports.

On May 27, 2005, the USTR determined not to initiate an investigation under section 302 of the Trade Act because, among other reasons, an investigation would not be effective in addressing the acts, policies, and practices covered in the petition. The Administration is currently involved in efforts to address with the Government of China the currency valuation issues raised in the petition. The USTR believes that initiation of an

investigation under section 302 would hamper, rather than advance, Administration efforts to address China's currency valuation policies.

William Busis,

Chairman, Section 301 Committee.

[FR Doc. 05-15674 Filed 8-8-05; 8:45 am]

BILLING CODE 3190-W5-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and approval of the new collection. The ICR describes the nature of the information collection and the expected burden. The **Federal Register** notice with a 60-day comment period soliciting comments on the following collection of information was published on April 20, 2004 on page 21179.

DATES: Comments must be submitted on or before September 8, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

1. *Title:* Survey of Airman Satisfaction with Aeromedical Certification Services.

Type of Request: Approval of a new collection.

OMB Control Number: 2120-xxxx.

Form(s): FAA Pilot Medical Certification Survey.

Affected Public: A total of 4,800 airmen.

Abstract: This survey assesses airman opinion of key dimensions of service quality. These dimensions, identified by the OMB Statistical Policy Office, are courtesy, competence, reliability, and communication.

Estimated Annual Burden Hours: An estimated 1,200 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW.,

Washington, DC 20503, Attention: FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on August 2, 2005.

Judith D. Street,

FAA Information Collection Clearance Officer, Standards and Information Division, APF-100.

[FR Doc. 05-15652 Filed 8-8-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for Sacramento International Airport, Sacramento, CA

AGENCY: Federal Aviation Administration.

ACTION: Notice to hold one (1) public scoping meeting and one (1) Governmental/Public agency scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a joint Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) will be prepared for proposed development included in the Sacramento County Airport Systems (SCAS) Master Plan (Master Plan) for Sacramento International Airport (SMF), Sacramento, California. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: Camille Garibaldi, Environmental Protection Specialist, SFO-613, Planning and Programming Section, Federal Aviation Administration, Western-Pacific Region, San Francisco Airports District Office, 831 Mitten Road, Suite 210, Burlingame, California 94010-1303, telephone: (650) 876-2778 ext. 613; fax: (650) 876-2733. Comments

on the scope of the EIS should be submitted to the address or fax above and must be received no later than 5 p.m. Pacific daylight time, Friday, September 23, 2005.

SUPPLEMENTARY INFORMATION:

Sacramento International Airport (SMF) is a commercial service airport located within a metropolitan area in the northwest corner of Sacramento County and is operated by SCAS. SMF currently has two parallel 8,600 feet long and 150 feet wide runways oriented in a north/south direction. In February of 2004, the Sacramento County Board of Supervisors recommended the SMF Master Plan for environmental review. The SMF Master Plan includes proposed improvements to be implemented at the airport in two phases. SCAS subsequently submitted a revised airport layout plan (ALP), reflecting the proposed first phase of development to the Federal Aviation Administration (FAA) for approval.

A joint EIS/EIR will be developed by FAA and SCAS that identifies and analyzes the potential significance of impacts of the proposed improvements in accordance with federal and state law. As the lead federal agency, FAA will prepare an Environmental Impact Statement for first phase projects included in the ALP. The need to prepare an EIS is based on the procedures described in section 501 of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5050.4A, Airport Environmental Handbook. The federal actions that cause the FAA to prepare an EIS are the approval for the ALP depicting the proposed development and the further processing of an application for federal funding or passenger facility charges to finance the proposed projects by Sacramento County. In making this decision, the FAA based the need for an EIS on its preliminary review of possible noise, wetland and endangered species impacts the proposed action could cause.

In addition, the County of Sacramento, Department of Environmental Review and Assessment (DERA), as the lead state agency, will prepare an Environmental Impact Report (EIR) for both phases of the recommended Master Plan improvements, pursuant to the California Environmental Quality Act of 1970 (CEQA).

The proposed Phase I projects include:

Airfield Improvements

- Extension of Runway 16L/34R from 8,600 feet wide to 11,000 feet long by 159 feet wide.
- Establishment of a new Instrument Landing System (ILS) for Runway 34R and relocation of the ILS for Runway 16L.
- Construction of a new south crossfield Taxiway Y.
- Construction of Air Cargo Improvements and Terminal Apron.
- Airport Traffic Control Tower Relocation.
- Construction of a new Passenger Terminal Apron.

Land Side and Airport Support Improvements

- New Passenger Terminal.
- On-airport and access road improvements.
- Construction of passenger facilities such as a Hotel, Parking Garage, and Rental Car facilities.
- Construction of maintenance facility improvements, such as a new General Services Building and Equipment Maintenance Building.

Land Acquisition

- Acquire 707 acres for approach protection and future airport growth.
- Alternatives:* The alternatives being considered in the EIS/EIR include the No-Action Alternative; the Proposed Action Alternative; various physical configurations of proposed improvements, such as the extension of Runway 16R/34L rather than 16L/34R; and use of other existing airports.
- During scoping, FAA and SCAS will seek comments and input from Federal, State and local agencies, and other interested parties to ensure the EIS/EIR addresses a full range of issues related to the proposed projects and alternatives. Written comments and suggestions concerning the scope of the EIS may be mailed or faxed to the FAA contact listed above and must be received no later than 5 p.m. Pacific daylight time, Friday, September 23, 2005.

Public Scoping Meeting: The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, State, and local agencies having jurisdiction by law or having specific expertise with respect to any environmental impacts associated with the proposed projects. The public scoping meeting will be held on Thursday, September 8, 2005, at Public Television station KVIE's OSE Community Room, 2595 Capital Oaks Drive, Sacramento, California 95833.