

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 [79 Stat. 985; 22 U.S.C. 2459], Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 [112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*], Delegation of Authority No. 234 of October 1, 1999 [64 FR 56014], Delegation of Authority No. 236 of October 19, 1999 [64 FR 57920], as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the object to be included in the exhibition, "Ewer," imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign lender. I also determine that the exhibition or display of the exhibit object at the Metropolitan Museum of Art, New York, New York, from on or about September 30, 2005, to on or about September 30, 2006, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, (202) 453-8052, and the address is United States Department of State, SA-44, Room 700, 301 4th Street, SW., Washington, DC 20547-0001.

Dated: September 7, 2005.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. 05-18109 Filed 9-12-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Changes to Advisory Circular 27-1B, Certification of Normal Category Rotorcraft, and Advisory Circular 29-2C, Certification of Transport Category Rotorcraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of Advisory Circular (AC) changes.

SUMMARY: This notice announces the availability of changes to AC 27-1B, Certification of Normal Category Rotorcraft, and AC 29-2C, Certification of Transport Category Rotorcraft for AC paragraphs 27.351 and AC 29.351B,

Yawing Conditions. These AC paragraphs are final and replace the existing AC paragraphs dated 9/30/99. These AC paragraphs will be included in the upcoming Change 2 update.

FOR FURTHER INFORMATION CONTACT:

Kathy L. Jones, Regulations Group, FAA, Rotorcraft Directorate, Aircraft Certification Service, Fort Worth, TX 76193-0111; telephone (817) 222-5359; fax (817) 222-5961; e-mail: <http://www.Kathy.L.Jones@FAA.GOV>.

SUPPLEMENTARY INFORMATION: This notice announces the availability of AC changes. You can get electronic copies of these changes from the FAA by logging on to http://www.faa.gov/aircraft/draft_docs/. If you do not have access to the Internet, you may request a copy by contacting the person named under the caption **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, on September 2, 2005.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 05-18152 Filed 9-12-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Dayton for the Dayton 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: The effective date of the FAA's determination on the noise exposure maps is August 29, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. Brad Davidson, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174, (734) 229-2900.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Dayton International Airport are in compliance with applicable requirements of part 150, effective August 29, 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 the City of Dayton. The documentation that constitutes the "noise exposure maps" as defined in § 150.7 of part 150 includes: Noise Exposure Map Existing Conditions (2004) (volume 3, exhibit V-1) and Noise Exposure Map Future (2009) Baseline (volume 3, exhibit V-2). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 29, 2005. FAA's determination on an 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 map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration Detroit Airports District Office 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174.

City of Dayton Department of Aviation, 3600 Terminal Drive, Suite 300, Vandalia, Ohio 45377.

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

Issued in Romulus, Michigan on August 29, 2005.

Irene R. Porter,

Manager, Detroit Airport District Office, Great Lakes Region.

[FR Doc. 05-18151 Filed 9-12-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Financing Reauthorization

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The current taxes and fees paid into the Aviation Trust Fund, which provide funding for the National Aviation System, are only authorized through September 30, 2007. Since there is only a small and declining balance in the Trust Fund, it is critical that the financing not be allowed to lapse. The new financing structure should generate stable and predictable revenue, maintain the appropriate levels of service, and enable FAA to make long-term investments and tie revenues raised for the system to the infrastructure and operational costs of the system. The FAA has developed a

series of data packages in examining FAA costs, paid for through the Trust Fund, from a managerial reporting standpoint. These packages will advance everyone's understanding of FAA costs and what the Agency faces as it considers a range of future funding options. They are available at http://www.faa.gov/about/office_org/headquarters_offices/aep/aatf/.

FOR FURTHER INFORMATION CONTACT:

Robert E. Robeson, Manager, Systems and Policy Analysis Division, Office of Aviation Policy and Plans, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Background

In April 2005, the FAA hosted a Trust Fund Forum with major aviation stakeholders. A variety of ideas on options to fund the FAA were discussed. At the Trust Fund Forum, FAA began the dialogue on the need to reauthorize the Airport and Airway Trust Fund. The current taxes and fees are only authorized through September 30, 2007 and since there is only a small and declining balance in the Trust Fund, it is critical that financing not be allowed to lapse.

The new financing structure should generate stable and predictable revenue, maintain the appropriate levels of service, and enable the FAA to make long-term investments not only in modernization but also in the Next Generation Air Transportation System. The funding mechanism chosen should tie revenues raised for the system to the infrastructure and operational costs of the system. It should also create incentives for the FAA to become increasingly productive.

The FAA spent the last several months analyzing cost and activity data as well as funding options. While this analytical work has reached a fairly mature level, it is expected to continue through the fall. FAA is examining the contributions of various stakeholder groups to the Trust Fund under the current tax structure, as well as the impact of different funding mechanisms on the FAA, the flying public, and those stakeholder groups.

One major component of this work is an ongoing study that would allocate FAA's air traffic control costs to users of the system. This ongoing study uses cost accounting data from fiscal year 2004, which is the best available data at this time. While the FAA's cost accounting system will provide detailed source data in this effort, fiscal year 2004 cost reports apply allocation rules to this

data to produce managerial reports so that ATO management can understand costs at the national and facility levels. It is important to note that the cost accounting system continues to improve, so that fiscal year 2006 managerial reports will be based on more refined allocations. Another set of allocation rules would be required to support analysis to determine the most viable proposal to fund the system. In developing these allocation rules, the FAA seeks stakeholder input in order to fully consider principles such as marginal system use, use of congested space and scarce resources, aircraft weight, distance, and other criteria. The allocation rules, of course, must be applied with transparency and would need to be validated by the user community.

In addition, the FAA's Safety and Airports organizations have identified areas where services can be matched to the revenue needed for those programs. Because the FAA cost accounting system will not deliver such reports for these organizations until the middle of 2006, the FAA will use data from its Labor Distribution Reporting system, annual budgets, and grants issued to help develop options for future funding in the meantime.

The Administration's intention is to develop a proposal that has stakeholder support. On September 6, 2005, the FAA Administrator sent a package to key stakeholders. Besides a cover letter that contained the information summarized above, the package also contains questions for stakeholders and the data packages developed to use in examining FAA costs from a managerial reporting standpoint. These packages will advance the understanding of FAA costs and what the Agency faces as it considers a range of future funding options.

The stakeholder package available on the FAA's Web site contains data packages on the Air Traffic Organization including technical background and supporting detail, Airports, Aviation Safety, and International Aviation. Also included are questions regarding:

1. Providing the Right Types of ATC Services.
2. Revisions to Current Tax System.
3. Other Funding Alternatives for Cost Recovery of ATC Services and Cost Allocation.
4. General Fund Questions.
5. Airport Related Issues.
6. Charging for Certification and Other FAA Services.
7. Lessons Learned from Other Countries.