

Trade Area Agreement (“the Agreement”) even if shipped to the United States from the West Bank, the Gaza Strip, or a qualifying industrial zone, if the articles otherwise meet the requirements of the Agreement; and (c) to provide that the cost or value of materials produced in the West Bank, the Gaza Strip, or a qualifying industrial zone may be included in the cost or value of materials produced in Israel under section 1(c)(i) of Annex 3 of the Agreement and that the direct costs of processing operations performed in the West Bank, the Gaza Strip, or a qualifying industrial zone may be included in the direct costs of processing operations performed in Israel under section 1(c)(ii) of Annex 3 of the Agreement.

Section 9(e) of the IFTA Act defines a “qualifying industrial zone” as an area that “(1) encompasses portions of the territory of Israel and Jordan or Israel and Egypt; (2) has been designated by local authorities as an enclave where merchandise may enter without payment of duty or excise taxes; and (3) has been specified by the President as a qualifying industrial zone.” Presidential Proclamation 6955 delegated to the United States Trade Representative the authority to designate qualifying industrial zones.

The United States Trade Representative has previously designated qualifying industrial zones under Section 9 of the IFTA Act on March 13, 1998 (63 FR 12572), March 19, 1999 (64 FR 13623), October 15, 1999 (64 FR 56015), October 24, 2000 (65 FR 64472), December 12, 2000 (65 FR 77688), June 15, 2001 (66 FR 32660), January 28, 2004 (69 FR 4199), and December 29, 2004 (69 FR 78094).

The governments of Israel and Egypt jointly requested in a letter submitted to the United States Trade Representative on August 24, 2005, the designation as a qualifying industrial zone of areas comprising the Central Delta zone, as well as the expansion of the already designated Greater Cairo and Suez Canal qualified industrial zones. The names and locations of the factories comprising the Central Delta zone and the expanded areas of the Greater Cairo zone and Suez Canal zone are specified on maps and materials submitted by Egypt and Israel and on file with the Office of the U.S. Trade Representative. Israel and Egypt have agreed that merchandise may enter, without payment of duty or excise taxes, areas under their respective customs control that comprise the Central Delta zone, Greater Cairo zone and Suez Canal zone. Further, the operation and administration of these zones are provided for in the previously

agreed “Protocol between the Government of the State of Israel and the Government of the Arab Republic of Egypt On Qualifying Industrial Zones.” Accordingly, the Central Delta zone, Greater Cairo zone and Suez Canal zone meet the criteria under sections 9(e)(1) and (2) of the IFTA Act.

Therefore, pursuant to the authority delegated to me by Presidential Proclamation 6955, I hereby designate the areas occupied by the factories that comprise the Central Delta zone and the expanded Greater Cairo and Suez Canal zones as specified on maps and materials received from Egypt and Israel, as qualifying industrial zones under section 9 of the IFTA Act, effective upon the date of publication of this notice, applicable to articles shipped from these qualifying industrial zones after such date.

Rob Portman,

United States Trade Representative.

[FR Doc. 05–22750 Filed 11–15–05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25–17A Revision, Transport Airplane Cabin Interiors Crashworthiness Handbook

AGENCY: Federal Aviation Administration, DOT.

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

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular (AC) revision that sets forth acceptable methods of compliance with Title 14, Code of Federal Regulations (14 CFR), part 25, concerning the crashworthiness requirements as applied to cabin interiors. Like all ACs, it is not regulatory but provides guidance for applicants in demonstrating compliance with the objective safety standards set forth in part 25. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

DATES: Comments must be received on or before March 16, 2006.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Jayson Claar, Airframe/Cabin Safety, 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: Jayson Claar at telephone number 425–227–2194; fax number 425–227–1232.

SUPPLEMENTARY INFORMATION:

Comments Invited

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. The Transport Airplane Directorate will consider all communications received on or before the closing date for comments before issuing the final AC. The proposed AC revision can be found and downloaded from the Internet at <http://www.airweb.faa.gov/rgl> under “Draft Advisory Circulars.” A paper copy or a CD ROM (Adobe Acrobat Reader required) of the proposed AC may be obtained by contacting the person named above under the caption **FOR FURTHER INFORMATION CONTACT.** Because of the large size of this proposed AC (approximately 860 pages) and the time necessary for copying the document, expect extra time for fulfilling requests for paper copies.

Discussion

The proposed AC 25–17A revision contains guidance pertinent to the cabin safety and crashworthiness type certification requirements of part 25 as amended by Amendments 25–1 through 25–112. Previously, two ACs on this subject have been available to the public:

- AC 25–17 was issued on 7/15/91. It covers Amendments 25–1 through 25–59.
- A proposed AC 25–17A revision was published on 10/7/99, for public comment. It covered Amendments 25–1 through 25–70. That revision was never issued as a final document.

Several commentors to the 1999 draft revision requested that the format of the AC be changed to repeat the complete regulatory text and all of the applicable guidance material at each amendment level. The FAA agrees with those commentors and has revised the format of this proposed revision to the AC to implement that change. This change, however, significantly increases the size of this document.

The formats of the current version of the AC issued in 1991, and the 1999 proposed revision presented the entire regulatory text and applicable guidance only when any regulatory section is first included in the AC. For subsequent

amendments to the section, only the revised rule text and additional guidance was included. Therefore, when looking for all the guidance related to a regulatory section at a recent amendment level, the reader must go through all of the amendment levels for that section. The same applies to determining the entire text for any regulatory section, e.g., § 25.807.

Therefore, this proposed AC 25-17A revision provides, for each crashworthiness section, the complete regulatory text and associated guidance for each relevant amendment, in chronological order. Those paragraphs changed by the amendment are enclosed within []. At the end of each guidance paragraph, the first applicable amendment level is given within ().

Including the complete regulation at each amendment level; all of the guidance material at each amendment level, including guidance from Amendments 25-1 through 25-112; and all of the new appendices, results in the document increasing to about 860 pages. The existing AC 25-17 includes guidance from Amendments 25-1 through 25-59 (approximately one-half the number of amendments) and is 198 pages. Compared with the total size of this proposed AC 25-17A revision, the amount of changes is very small.

To assist in reviewing the proposed AC, the FAA identifies the additions/changes made to the guidance by highlighting the text changes the first time they appear. The baseline for identifying the changes to the guidance is the existing AC 25-17, dated 7/15/91. The additions/changes are broken down into four categories, each represented in a different highlight color. Minor changes to improve clarity, understanding, and grammar are not highlighted.

The categories and colors are:

- Yellow highlight text (Yellow highlight)—Additions/changes to the guidance included in the 1999 version of the AC that was published for comment AND the changes made as the result of public comments received on that draft AC.

- Green highlight text—Additions/changes to the guidance that have been through the FAA policy development process.

- Blue highlight text—Additions/changes to the guidance made as the result of a change in the regulations.

- Purple highlight text—Additions/changes to the guidance that are new, and have not been through the public process.

Reviewers of the draft AC are encouraged to focus their attention on the highlighted text, which represents

the revised or new guidance compared to the existing released version of this AC. However, if comments are received on guidance that is in AC 25-17, they will be reviewed and considered as well.

The methods and procedures described in this proposed AC revision have evolved over many years. This proposed AC revision represents one acceptable means, but not the only means, of compliance pertinent to the associated requirements at the indicated amendment levels.

Issued in Renton, Washington, on November 4, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-22651 Filed 11-15-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review, Request for Comments; Renewal of an Approved Information Collection Activity, Agricultural Aircraft Operator Certificate Application

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) renewal of a current information collection. Standards have been established for the operation of agricultural aircraft and for the dispensing of chemicals, pesticides, and toxic substances. Information collected shows applicant compliance and eligibility for certification by FAA.

DATES: Please submit comments by January 17, 2006.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895, or by e-mail at Judy.Street@faa.gov.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Agricultural Aircraft Operator Certificate Application.

Type of Request: Renewal of an approved collection.

OMB Control Number: 2120-0049.

Form(s): FAA Form 8710-0049.

Affected Public: A total of 3,980 Respondents.

Frequency: The information is conducted on an as-needed basis.

Estimated Average Burden Per Response: Approximately 3.5 hours per response.

Estimated Annual Burden Hours: An estimated 14,037 hours annually.

Abstract: Standards have been established for the operation of agricultural aircraft and for the dispensing of chemicals, pesticides, and toxic substances. Information collected shows applicant compliance and eligibility for certification by FAA.

ADDRESSES: Send comments to the FAA at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Standards and Information Division, ABA-20, 800 Independence Ave., SW., Washington, DC 20591.

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 November 8, 2005.

Judith D. Street,

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-22649 Filed 11-15-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review, Request for Comments; Renewal of an Approved Information Collection Activity, Suspected Unapproved Parts Notification

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) renewal of a current information collection. The information collected on the FAA Form 8120-11 will be reported voluntarily by manufacturers, repair stations, aircraft owner/operators, air carriers, and the general public who