

DATES: Interested parties are invited to submit, in duplicate, comments relative to this proposal on or before January 18, 2006 to Charles Esser, Office of International Energy and Commodities Policy, Department of State, Washington, DC 20520. The application and related documents that are part of the record to be considered by the Department of State in connection with this application are available for inspection in the Office of International Energy and Commodities Policy during normal business hours.

FOR FURTHER INFORMATION CONTACT: Charles Esser, Office of International Energy and Commodity Policy (EB/ESC/IEC/EPC), Department of State, Washington, DC 20520; or by telephone at (202) 647-1291; or by fax at (202) 647-4037.

Dated: December 13, 2005.

Stephan J. Gallogly,

Director, Office of International Energy and Commodity Policy, Department of State.

[FR Doc. 05-24222 Filed 12-16-05; 8:45 am]

BILLING CODE 4710-07-M

OFFICE OF THE TRADE REPRESENTATIVE

2005-2006 Allocations of the Tariff-Rate Quotas for Raw Cane Sugar

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative (USTR) is providing notice of additional country-by-country allocations of the in-quota quantity of the tariff-rate quota for imported raw cane sugar beginning on October 1, 2005 and ending on September 30, 2006.

EFFECTIVE DATE: December 19, 2005.

ADDRESSES: Inquiries may be mailed or delivered to Sharon Bomer Lauritsen, Deputy Assistant U.S. Trade Representative, Office of Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

FOR FURTHER INFORMATION CONTACT: Sharon Bomer Lauritsen, 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 a tariff-rate quota for imports of raw cane sugar.

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 Presidential Proclamation 6763 (60 FR 1007).

The in-quota quantity of the tariff-rate quota for raw cane sugar for the period October 1, 2005-September 30, 2006, was increased by the Secretary of Agriculture by 300,000 short tons, raw value (272,155 metric tons). This quantity is being allocated to the following countries:

Country	FY 2006 Additional Allocation (metric tons)
Argentina	11,797
Australia	22,771
Barbados	1,920
Belize	3,018
Bolivia	2,195
Brazil	39,781
Colombia	6,584
Costa Rica	4,115
Dominican Republic	48,286
Ecuador	3,018
El Salvador	7,133
Fiji	2,469
Guatemala	13,169
Guyana	3,292
Honduras	2,744
India	2,195
Jamaica	3,018
Malawi	2,744
Mauritius	3,292
Mozambique	3,567
Nicaragua	5,761
Panama	7,956
Peru	11,248
Philippines	37,037
South Africa	6,310
Swaziland	4,390
Taiwan	3,292
Thailand	3,841
Trinidad-Tobago	1,920
Zimbabwe	3,292

These allocations are based on the countries' historical shipments to the United States. The allocations of the raw cane sugar tariff-rate quota to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin.

Conversion factor: 1 metric ton = 1.10231125 short tons.

Rob Portman,

United States Trade Representative.

[FR Doc. E5-7479 Filed 12-16-05; 8:45 am]

BILLING CODE 3190-W5-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Revisions to Advisory Circular 25-7A, Flight Test Guide for Certification of Transport Category Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed advisory circular and request for comments.

SUMMARY: This notice requests comments regarding proposed revisions to Advisory Circular (AC) 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes." Advisory Circular 25-7A provides guidance on acceptable means, but not the only means, of demonstrating compliance with the airworthiness standards for transport category airplanes. The proposed revisions would remove the guidance material associated with certification for flight in icing conditions. This material is addressed in NPRM No. 05-10, "Airplane Performance and Handling Qualities In Icing Conditions" and the guidance material proposed in AC 25.21-1, "Performance And Handling Characteristics In The Icing Conditions Specified In Part 25, Appendix C." This notice provides interested persons an opportunity to comment on the proposed revisions to AC 25-7A.

DATES: Your comments must be received on or before February 2, 2006.

ADDRESSES: You should send your comments to the Federal Aviation Administration, Attention: Don Stimson, Airplane & Flight Crew Interface Branch, ANM-111, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave., SW., Renton, WA 98055-4056. You may also fax your comments to 425-227-1149, or you may send your comments electronically to: don.stimson@faa.gov. You may review all comments received at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Don Stimson, Airplane & Flight Crew Interface Branch, ANM-111, at the above address, telephone 425-227-1129, facsimile 425-227-1149, or by e-mail at don.stimson@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the proposed revisions to AC 25-7A by submitting written comments, data, or views. You must identify the AC title and submit your comments in duplicate

to the address specified above. We will consider all comments received on or before the closing date for comments before issuing the revision to AC 25-7A. You may obtain an electronic copy of the proposed AC at the following Internet address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you may request a copy by contacting Don Stimson at the address, phone number, or e-mail address listed above.

Discussion

Since AC 25-7A only provides one acceptable means of compliance with the regulatory standard, applicants will continue to have the option of proposing the use of another means of compliance.

Proposed Revisions to AC 25-7A

The revisions proposed in this notice address guidance material that is now covered in NPRM No. 05-10, "Airplane Performance and Handling Qualities In Icing Conditions" and proposed AC 25.21-1, "Performance And Handling Characteristics In The Icing Conditions Specified In Part 25, Appendix C." The FAA proposes removing this material from AC 25-7A.

1. Remove the following paragraphs: Paragraphs 20a(3), 20e, 29d(2)(viii), 31b(2)(ii), 231, and 232.

2. Renumber the following paragraphs:

Renumber existing paragraph 20a(4) as 20(a)(3).

Renumber existing paragraph 20f as 20e.

Renumber existing paragraph 29d(2)(ix) and (x) as 29d(2)(viii) and (ix), respectively.

Renumber existing paragraph 233 through 242 as 231 through 240, respectively.

3. Revise the paragraphs referenced in renumbered paragraph 20e(2)(iii)(C) from 20f(2)(iii)(A) and (B) to 20e(2)(iii)(A) and (B), respectively, to read as follows:

(C) In flight tests to satisfy paragraphs 20e(2)(iii)(A) and (B) the load factor should be increased until either: * * *

4. Revise existing paragraph 31b(2)(i) and (ii) by moving the text of paragraph (i) into paragraph b(2), and removing paragraph (i) and (ii) to read as follows:

(2) Section 25.251(b). The airplane should be flown at V_{DF}/M_{DF} at several altitudes from the highest practicable cruise altitude to the lowest practicable altitude. The test should be flown starting from trimmed flight at V_{MO}/M_{MO} at a thrust setting not exceeding maximum continuous power. The airplane gross weight should be as high as practicable for the cruise condition,

with the c.g., at or near the forward limit. High drag devices should also be deployed at V_{DF}/M_{DF} (spoilers and speed brakes); thrust reversers, if designed for inflight deployment, should be deployed at their limit speed conditions.

5. Revise paragraph 15a by removing the last two sentences of paragraph 15a to read as follows:

15. CLIMB: GENERAL—§ 25.117

a. *Explanation.* This section states the climb requirements of §§ 25.119 and 25.121 must be complied with at each weight, altitude, and ambient temperature within the operational limits established for the airplane and with the most unfavorable center of gravity for each configuration.

6. Revise the Table of Contents to reflect the paragraph and page number changes above.

Issued in Renton, Washington, on December 9, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-24156 Filed 12-16-05; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular 25.21-1X, Performance and Handling Characteristics in the Icing Conditions Specified in Part 25, Appendix C

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability of proposed Advisory Circular (AC) 25.21-1X and request for comments; extension of comment period.

SUMMARY: This notice announces the extension of the comment period for Notice of availability of proposed Advisory Circular (AC) 25.21-1X, and request for comments, which was published in the **Federal Register** on November 4, 2005 (70 FR 67303), and closes on January 3, 2006. In that notice, the FAA invited public comment on a proposed AC which provides guidance on a means, but not the only means, of compliance with the proposed certification requirements for performance and handling characteristics of transport category airplanes affected by flight in the icing conditions defined in appendix C of Title 14, Code of Federal Regulations (CFR) part 25. This extension of the comment period 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 February 2, 2006.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration, Attention: Don Stimson, Airplane and Flight Crew Interface Branch, ANM-111, 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: Don Stimson at the above address, telephone (206) 227-2143; facsimile (425) 227-1320; or e-mail at: don.stimson@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments, as they may desire. Commenters should identify AC 25.21-1X, and submit comments, in duplicate, to the address specified above. The Transport Standards Staff will consider all communications received on or before the closing date for comments before issuing the final AC. The AC can be found and downloaded from the Internet at: <http://www.airweb.faa.gov/rgl> under "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**.

Background

This proposed AC sets forth acceptable methods of compliance with the provisions of 14 CFR 25.21 and related regulations dealing with the certification requirements for performance and handling characteristics of transport category airplanes affected by flight in icing conditions defined in appendix C.

It is one means, but not the only means, of complying with the revisions proposed in Notice No. 05-10 entitled "Airplane Performance and Handling Qualities in Icing Conditions," published in the **Federal Register** on November 4, 2005 (70 FR 67278). Issuance of AC 25-21-1 is contingent on final adoption of the proposed revisions to part 25. Other methods of compliance with the requirements may be acceptable.

In addition, a separate Notice of availability of proposed revisions to AC 25-7A, "Flight Test Guide for Certification of Transport Category Airplanes," will be published in the **Federal Register** when issued. In that proposed AC, the FAA proposes