

Australia—Exporting Authority—
Department of Industry, Tourism and
Resources; Importing Authority—
Australian Customs Service.

Bangladesh—Ministry of Commerce.

Belarus—Department of Finance.

Botswana—Ministry of Minerals, Energy
and Water Resources.

Brazil—Ministry of Mines and Energy.

Canada—Natural Resources Canada.

Central African Republic—Ministry of
Energy and Mining.

China—General Administration of
Quality Supervision, Inspection and
Quarantine.

Democratic Republic of the Congo—
Ministry of Mines.

Republic of Congo—Ministry of Mines.

Croatia—Ministry of Economy.

European Community—DG/External
Relations/A.2.

Ghana—Precious Minerals and
Marketing Company Ltd.

Guinea—Ministry of Mines and
Geology.

Guyana—Geology and Mines
Commission.

India—The Gem and Jewelry Export
Promotion Council.

Indonesia—Directorate General of
Foreign Trade of the Ministry of
Trade.

Israel—The Diamond Controller.

Ivory Coast—Ministry of Mines and
Energy.

Japan—Ministry of Economy, Trade and
Industry.

Republic of Korea—Ministry of
Commerce, Industry and Energy.

Laos—Ministry of Finance.

Lebanon—Ministry of Economy and
Trade.

Lesotho—Commissioner of Mines and
Geology.

Liberia—Ministry of Lands, Mines and
Energy.

Malaysia—Ministry of International
Trade and Industry.

Mauritius—Ministry of Commerce.

Namibia—Ministry of Mines and
Energy.

New Zealand—Ministry of Foreign
Affairs and Trade.

Norway—The Norwegian Goldsmiths’
Association.

Russia—Gokhran, Ministry of Finance.

Sierra Leone—Government Gold and
Diamond Office.

Singapore—Singapore Customs.

South Africa—South African Diamond
Board.

Sri Lanka—National Gem and Jewelry
Authority.

Switzerland—State Secretariat for
Economic Affairs.

Chinese Taipei—Bureau of Foreign
Trade.

Tanzania—Commissioner for Minerals.

Thailand—Ministry of Commerce.

Togo—Ministry of Mines and Geology.

Turkey—Istanbul Gold Exchange.

Ukraine—State Gemological Centre of
Ukraine.

United Arab Emirates—Dubai Metals
and Commodities Center.

United States of America—Importing
Authority—United States Bureau of
Customs and Border Protection;
Exporting Authority—Bureau of the
Census.

Vietnam—Ministry of Trade.

Zimbabwe—Ministry of Mines and
Mining Development.

This notice shall be published in the
Federal Register.

Dated: August 11, 2008.

John D. Negroponte,

*Deputy Secretary of State, Department of
State.*

[FR Doc. E8-20736 Filed 9-5-08; 8:45 am]

BILLING CODE 4710-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Airport Improvement Program Grant Assurances; Proposed Modifications and Opportunity To Comment

AGENCY: Federal Aviation
Administration (FAA), U.S. DOT.

ACTION: Notice of modification of
Airport Improvement Program grant
application requirements and of the
opportunity to comment.

SUMMARY: The FAA proposes to modify
the standard grant application
requirements that are required of a
sponsor of a nonprimary airport before
receiving a grant under the Airport
Improvement Program (AIP). The FAA
is providing an opportunity for public
comment on proposals to modify the
grant application requirements.

Sponsors of nonprimary airports are
now required to provide a variety of
information when submitting an AIP
grant application. This modification
would require that a sponsor of a
nonprimary airport submit a list of the
aircraft (fixed wing and rotary wing)
that are based on the airport.

DATES: Comments are invited.

Comments must be submitted on or
before October 8, 2008. Any necessary
or appropriate revision to the
application requirements resulting from
the comments received will be adopted
as of the date of a subsequent
publication in the **Federal Register**.

ADDRESSES: Comments may be delivered
or mailed to the FAA, Airports
Financial Assistance Division, APP-
500, Room 619, 800 Independence
Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr.
Wayne Heibeck, Airports Planning and
Programming Division, APP 2, Room
620, FAA, 800 Independence Avenue,
SW., Washington, DC 20591, Telephone
(202) 267-8775.

SUPPLEMENTARY INFORMATION: In order to
be considered for AIP grant funds, a
sponsor (the grant applicant) must meet
certain requirements and provide
certain information regarding the project
for which grant funds are being sought.
The Secretary must receive this
information from a sponsor (applicant)
seeking financial assistance for airport
planning, airport development, noise
compatibility planning or noise
mitigation under Title 49, U.S.C., as
amended. Decisions to award
discretionary grants are made on the
basis of a number of factors.

Nonprimary airports that have not
provided verifiable data regarding the
number of aircraft that are based at the
airport hinder FAA from determining
whether a project at that airport is
justified. Therefore, if a nonprimary
airport has not provided the verifiable
based aircraft information, FAA will
consider the failure to provide the
information as a factor when
considering a request from that airport
for discretionary funding.

Discussion of Modifications

FAA prescribes the information that
must be contained in a grant
application. For nonprimary airport
grant applications, FAA has determined
that accurate information on based
aircraft is an important element of
justification for many proposed AIP
projects at nonprimary airports. In
addition, based aircraft data supports
the airport's importance in the biennial
Report to Congress—the National Plan
of Integrated Airport Systems (NPIAS)
and in the Airport Master Record (the
Form 5010). A based aircraft is an
operational aircraft that is registered in
the FAA Aircraft Registry that is at the
airport the majority of the year.
Registered aircraft are defined in
Chapter 14 Code of Federal Regulations
Part 47. An operational aircraft is an
aircraft that is in a condition for safe
operation.

FAA may require a sponsor for a
nonprimary airport to include a list of
the based aircraft at the airport,
including the “N-number” for each
aircraft when submitting a grant
application or may require the sponsor
to update the list of based aircraft
submitted with the most recent Form
5010 inspection.

The FAA manages the AIP in
accordance with statutory direction and
agency policies and criteria. Decisions

to award discretionary grants are made on the basis of a number of factors, including project evaluation under the National Priority System and the current operations and number of aircraft that are based at an airport. Nonprimary airports that have not provided verifiable data on the number of based aircraft at the airport deprive FAA of a tool for reviewing discretionary requests. Therefore, if a nonprimary airport has not provided a list of based aircraft at the airport, including "N-number", FAA will consider the failure to provide the information as a factor when considering a request from the airport for discretionary funding.

Issued in Washington, DC on August 27, 2008.

Wayne Heibeck,

Deputy Director, Office of Airport Planning and Programming.

[FR Doc. E8-20459 Filed 9-5-08; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for Wednesday, October 1, 2008, starting at 9 a.m. Pacific Daylight Time. Arrange for oral presentations by September 16, 2008.

ADDRESSES: FAA-Northwest Mountain Region Office, Transport Standards Staff conference room, 1601 Lind Ave. SW., Renton, WA 98507.

FOR FURTHER INFORMATION CONTACT: Ralen Gao, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3168, FAX (202) 267-5075, or e-mail at ralen.gao@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held October 1, 2008.

The agenda for the meeting is as follows:

- Opening Remarks, Review Agenda and Minutes.

- FAA Report.
- Excom Report.
- Transport Canada Report.
- Airplane-level Safety Analysis Working Group Report.
- Task 4 Status.
- Propeller Harmonization Working Group (HWG) Report.
- Ice protection HWG Report.
- Airworthiness Assurance HWG Report.
- Avionics HWG Report.
- Halon Replacement as Fire Extinguishing Agent.
- Any Other Business.
- Action Item Review.

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than September 16, 2008. Entrance to the FAA facility will require presentation of a valid passport or state-issued (US) identification (e.g., driver's license). Please plan on arriving at least 20 minutes in advance of meeting to facilitate entrance screening.

For persons participating by telephone, the call-in number is (202) 366-3920; the pass code is "2816." To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by September 16, 2008. Anyone calling from outside the Seattle, WA metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by September 16, 2008, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to the person listed in the **FOR FURTHER INFORMATION CONTACT** section or by providing copies at the meeting. Copies of the documents to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC on September 3, 2008.

Pamela Hamilton-Powell,

Director, Office of Rulemaking.

[FR Doc. E8-20747 Filed 9-5-08; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement and Environmental Impact Report: San Francisco, CA

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent (NOI) to prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), and The San Francisco County Transportation Authority (Authority), is issuing this notice to advise the public that an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will be prepared for the proposed Yerba Buena Island (YBI) Ramps Improvement Project on Interstate 80 (I-80) in San Francisco County, California.

FOR FURTHER INFORMATION CONTACT: Eric Cordoba, San Francisco County Transportation Authority, 100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102, Telephone (415) 955-2904 or Melanie Brent, Caltrans District 4 Office of Environmental Analysis, 111 Grand Avenue, Oakland, CA 94623, Telephone (510) 286-5231.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, National Environmental Policy Act (NEPA) environmental responsibilities for highway projects pursuant to 23 U.S.C. 327. In cooperation with Caltrans, the Authority will prepare a joint EIS/EIR for the proposed YBI Ramps Improvement Project at Yerba Buena Island in the City and County of San Francisco, California. Caltrans is the lead agency under NEPA and the Authority is the lead agency under the California Environmental Quality Act (CEQA).

YBI is located in San Francisco Bay, between Oakland and San Francisco, and is accessible by vehicles only via the San Francisco-Oakland Bay Bridge (SFOBB), which is a critical link in the interstate network, providing access between San Francisco and the East Bay. The only access to Treasure Island, located north of YBI, and the only land access to the active U.S. Coast Guard facilities on the south side of YBI, is also from the SFOBB and the associated on- and off-ramps.

The proposed project would replace the existing westbound on- and off-