

begin with the characters "P-". The "P-" or "BC-" should be followed by the name of the submitter. Submissions by e-mail should not include separate cover letters; information that might appear in a cover letter should be included in the submission itself. To the extent possible, any attachments to the submission should be included in the same file as the submission itself, and not as separate files. Electronic submissions should be sent to FR0439@ustr.eop.gov. Submissions by fax should be sent to the attention of Anita Thomas, Office of Europe and the Mediterranean, Office of the U.S. Trade Representative, at (202) 395-3974.

Public Dialogues: Public dialogue sessions will be organized in several U.S. cities later this year, with locations and dates to be posted at the following Web site http://www.ustr.gov/World_Regions/Europe_Mediterranean/Transatlantic_Dialogue/Section_Index.html. For information on those sessions, the public is advised to follow links to "Transatlantic Stakeholders" on the Web sites of the USTR and the Departments of State and Commerce.

FOR FURTHER INFORMATION CONTACT:

Questions relating to this notice should be addressed to Lisa Errion, Director for Central and Southeast Europe, Office of the U.S. Trade Representative, at (202) 395-3320.

SUPPLEMENTARY INFORMATION: Over the last 50 years, the economies of the United States and the European Union (EU) have become increasingly integrated. Today, the United States and EU share the largest bilateral trade and investment relationship in the world, providing jobs to millions of workers on each side of the Atlantic. Trade and investment remain at the core of the U.S.-EU relationship.

The United States and the European Union are each other's largest sources of foreign direct investment, with the 2002 stock of U.S. direct investment in the European Union reaching \$700 billion and EU investment in the United States reaching \$850 billion. In 2003, two-way transatlantic trade exceeded \$390 billion. The total output of U.S. foreign affiliates (\$333 billion in 2000) in Europe and of EU affiliates in the United States (\$301 billion) is greater than the total GDP of most nations. The U.S. Administration continues to look for new ways to give the transatlantic relationship a new impetus and wishes to examine cooperative means and best practices that could enhance economic growth, job creation, and innovation, in particular in the most dynamic sectors of our economies.

Pursuant to the "U.S.-EU Declaration on Strengthening our Economic Partnership" agreed to by President Bush and his EU counterparts at the June 2004 US-EU Summit in Ireland, the United States welcomes and encourages the current lively and creative public debate on both sides of the Atlantic on how to enhance our already strong economic relationship. The Summit "Declaration on Strengthening our Economic Partnership" and White House fact sheet are available at <http://www.whitehouse.gov/news/releases/2004/06/>.

As part of its exploration of new ideas, U.S. agencies will in coming months convene a number of public dialogue sessions, as well as participate in other conferences and meetings, with the business, consumer, labor, environmental and academic communities, and other elements of civil society in order to outline proposals for possible adoption by governments. The U.S. government's objective is to stimulate concrete ideas from interested stakeholders for specific government actions that could enhance US-EU economic integration.

Topics which could be explored in this regard include (but are not limited to):

- Where should the U.S. and EU economic relationship be in 10 years and what steps should we take to meet these goals?
- Where are there opportunities for further and deeper cooperation?
- How can the U.S. and EU do more to advance competitiveness and innovation?
- What should be done to better mesh U.S. and EU regulatory approaches?
- How can we enhance transparency and public participation in economic policy formulation?
- What should be done to further liberalize transatlantic trade in services?
- How can the U.S. and EU cooperate more effectively in third markets, such as promoting transparency and protection of intellectual property rights?
- How can the U.S. and EU address remaining traditional market access barriers, such as tariff rates and customs procedures?

Mark Mowrey,

Deputy Assistant United States Trade Representative for Europe and the Mediterranean.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circular (AC) 120-SUR, Aircraft Surveillance Systems and Applications

AGENCY: Federal Aviation Administration (DOT).

ACTION: Notice of availability and request for public comment.

SUMMARY: This notice announces the availability of and requests comments on a proposed Advisory Circular (AC) 120-SUR, Aircraft Surveillance Systems and Applications. This proposed AC provides designers, manufacturers, installers and airplane operators, general information and acceptable method of compliance for the certification, airworthiness, and the operational approval of surveillance systems and associated applications.

DATES: Comments must be received on or before September 11, 2004.

ADDRESSES: Send all comments on the proposed AC to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionic Systems Branch, AIR-130, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. Paul Lipski. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Paul Lipski, AIR-130, Room 815, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (202) 385-4557, FAX: (202) 385-4651, Or, via e-mail at: Paul.lipski@faa.gov

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the proposed AC listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed AC may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director of the Aircraft Certification Service before issuing the final Advisory Circular.

Background

The Federal Aviation Administration (FAA), in a continuing effort to improve the safety, efficiency, and capacity of the National Airspace System, has been working with industry to develop and demonstrate new surveillance technologies such as Automatic Dependent Surveillance—Broadcast (ADS-B) through such efforts as Safe Flight 21 program, the Capstone program (currently being used in Alaska), and other United States National Airspace System (NAS) programs. To assist the aviation community in obtaining FAA approval of related systems and equipment needed to support these services, the Flight Standards and Aircraft Certification Services developed the proposed AC.

How To Obtain Copies

You may get a copy of the proposed AC from the Internet at: <http://www.airweb.faa.gov/rgl>. Once on the RGL Web site, select "Advisory Circular", then select the document by number. See section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address if requesting a copy by mail.

Issued in Washington, DC, August 12, 2004.

Brian A. Yanez,

Acting Manager, Aircraft Engineering Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Revision No. 1 to the Approved Noise Compatibility Program for Bob Hope Airport, Burbank, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on Revision No. 1 to the approved noise compatibility program submitted by the Burbank-Glendale-Pasadena Airport Authority for Bob Hope Airport (formerly known as the Burbank-Glendale-Pasadena Airport) under the provisions of Title I of the Aviation Safety and Noise Abatement Act, as amended, (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No.

96-52 (1980). On January 31, 2000, the FAA determined that the noise exposure maps submitted by the Burbank-Glendale-Pasadena Airport Authority for Bob Hope Airport under Part 150 were in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's approval of Revision No. 1 to the Approved Noise Compatibility Program for Bob Hope Airport is August 4, 2004.

FOR FURTHER INFORMATION CONTACT:

David B. Kessler, AICP, Acting Supervisor, Planning Section/ Environmental Protection Specialist, AWP-611, Airports Division, Western-Pacific Region, Federal Aviation Administration. Mailing Address: P.O. Box 92007, Los Angeles, California 90009-2007, Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Telephone: 310/725-3615. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to Revision No. 1 to the Approved Noise Compatibility Program for Bob Hope Airport (formerly known as Burbank-Glendale-Pasadena Airport), effective August 4, 2004. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979, as amended (herein after referred to as the "Act") (recodified as 49 U.S.C. 47504), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA as Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the

provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where federal funding is sought, requests for project grants must be submitted to the FAA's Airports Division Office in Hawthorne, California.

The Burbank-Glendale-Pasadena Airport Authority submitted to the FAA on December 23, 1998, the Noise Exposure Maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from May 1997 to November 1999. The Noise Exposure Maps for Bob Hope Airport (formerly known as Burbank-Glendale-Pasadena Airport) were determined by FAA to be in compliance with applicable requirements on January 31, 2000. Notice of this determination was published in the **Federal Register** on February 14, 2000.