

the countries now eliminated, the Parties are considering harmonizing their MFN tariffs. Under NAFTA Article 308, the three countries did harmonize at zero tariff rates for computers/ computer parts, local area network equipment and semiconductors.

Tariff harmonization could eliminate the need for preferential rule of origin requirements. Currently, NAFTA rules of origin are designed to ensure that tariff free treatment applies to all goods that originate or are substantially modified in North America while enabling NAFTA Parties to apply their own tariff rates to products of third country origin. Harmonizing MFN tariff rates at zero could eliminate the need for preferential rules of origin since the origin determination would be made when a good first enters the NAFTA area, making it unnecessary to have additional origin requirements for intra-NAFTA trade.

Additional Information

No decisions have been made to pursue rule of origin changes or harmonization of MFN tariffs, or the scope or degree of such changes. A decision to do so will consider several factors including (1) The expected reduction in transaction and manufacturing costs in North America and increase in trade that could result from either action; (2) the feasibility of devising, implementing and monitoring new rules of origin or harmonized MFN tariffs; (3) the level and breadth of interest in such an exercise by manufacturers, processors, traders and consumers in North America.

The following factors are also being considered as part of a possible framework for such an initiative:

(1) Harmonization would occur as countries with the higher MFN duties reduce such duties to the level of the lowest current duty rate applied by a NAFTA country, or move to a rate lower than any currently applied.

(2) Harmonization at a zero rate of duty is the most attractive option, and is the only option that could eliminate the need for preferential rules of origin.

(3) As was the case for products covered under Article 308, harmonization of an entire sector or broad range of goods would provide more benefits and be easier to implement and enforce.

(4) The NAFTA governments expect to proceed on the basis of consensus; that is, proposed rule of origin changes or tariff harmonization would be broadly supported by interested parties within each country.

Requirements for Comments/Proposals

A. Governments encourage submissions that enjoy broad support. Submitters should indicate if they have discussed their proposals with representatives of the affected sector in the other NAFTA countries and, if so, the result of such discussions. If representatives of an affected sector in one of the other NAFTA countries supports the proposal and the similar organization in the third NAFTA country does not support the proposal, such information should be included. Governments encourage interested parties to explore submitting proposals from organizations in all three countries.

B. Scope and Coverage of Proposals. Governments encourage interested parties to review the broadest appropriate range of items and to submit proposals that reflect a consensus reached after such a broad-based review. A single proposal can thus include requests covering multiple tariff headings. Proposals should cover entire 8-digit tariff subheadings, and may also be submitted at the 6, 4, or 2 digit level where the intent is to cover all subsidiary duties.

Requirements for Submissions: In order to facilitate the prompt processing of submissions, the Office of the United States Trade Representative strongly urges and prefers electronic (e-mail) submissions to nafta2004@ustr.gov in response to this notice. Documents should be submitted as WordPerfect, Microsoft Word, or text (.TXT) files. In the event that an e-mail submission is impossible, submissions should be made by facsimile. Supporting documentation submitted in the form of spreadsheets is acceptable in Quattro Pro or Excel format. For any document containing business confidential information submitted electronically, the file name of the business confidential version should begin with the characters "BC-" and the file name of the public version should begin with the characters "P-." The P- or BC- should be followed by the name of the submitter. Persons who make submissions by e-mail should not provide separate cover letters; information that might appear in a cover letter should be included in the submission itself. Similarly, 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. Written comments will be placed in a file open to public inspection pursuant to 15 CFR 2003.5, except confidential business information exempt from public

inspection in accordance with 15 CFR 2003.6. Confidential business information submitted in accordance with 15 CFR 2003.6 must be clearly marked "BUSINESS CONFIDENTIAL" at the top of each page, including any cover letter or cover page, and must be accompanied by a nonconfidential summary of the confidential information. All public documents and nonconfidential summaries shall be available for public inspection in the USTR Reading Room. The USTR Reading Room is open to the public, by appointment only, from 10 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday. An appointment to review the file may be made by calling (202) 395-6186. Appointments must be scheduled at least 48 hours in advance.

Regina K. Vargo,

Assistant United States Trade Representative for the Americas.

[FR Doc. 03-30786 Filed 12-11-03; 8:45 am]

BILLING CODE 3190-W3-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aircraft Certification Policy Notice

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 the issuance of a proposed Certification Policy Notice for approving Complex Supplemental Type Certificates (STC). The proposed Certification Policy Notice introduces a new classification of STCs, and instructs Aircraft Certification Office engineers, STC applicants, and STC installers how to manage STCs classified as complex.

DATES: Identify comments as Certification Policy Complex STC and they must arrive by February 12, 2004.

ADDRESSES: Send all comments on the proposed Certification Policy Notice to: Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Stephen (Steve) Flanagan, AIR-110. Or, deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Stephen (Steve) Flanagan, Aerospace Engineer, Federal Aviation Administration, Aircraft Certification

Service, Aircraft Engineering Division, Certification Procedures Branch, AIR-110, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-3549, FAX (202) 267-5340. E-mail steve.flanagan@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You may comment on the proposed Certification Policy Notice listed in this notice by sending such written data, views, or arguments to the above listed address. You may also examine comments received on the proposed Certification Policy Notice, 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. The Director of the Aircraft Certification Service will consider all communications received by the closing date before issuing the final Certification Policy Notice.

Background

We typically issue STCs that permit installation on any aircraft of a specific type and model designation. Aircraft compatibility is addressed by the following limitation: "The installer is responsible for determining the compatibility of this STC with other previously approved modifications." Nevertheless there have been installations made on inappropriate aircraft. These inappropriate installations could have been prevented if STC approvals were restricted to a specified baseline aircraft configuration that includes details of the STC physical and functional interfaces with the prototype aircraft.

Applicant's installation drawings or other installation instructions have not always been detailed enough for accurate replication of the design. This is especially true when follow-on STC installations occur at facilities other than that used by the STC holder for the prototype installation.

The STC certification process does not adequately address how to evaluate the compatibility of an STC with other previously installed STCs, major alterations or repairs. We need a more rigorous compatibility evaluation for certain STCs. This proposed policy ensures that the modified aircraft will be airworthy.

How To Get Copies

You may get a copy of the proposed Certification Policy Notice via the Internet at, <http://www.faa.gov/certification/aircraft/notice.htm>, or by contacting the person listed in the

section titled **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on December 8, 2003.

David W. Hempe,

Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 03-30742 Filed 12-11-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04-11-C-00-BNA To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Nashville International Airport, Nashville, TN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposed to rule and invites public comment on the application to impose and use the revenue from a PFC at Nashville International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before January 12, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2862 Business Park Drive, Building G. Memphis, Tennessee 38118-1555.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Doug Wolfe, Senior Vice-President and Chief Financial Officer of the Metropolitan Nashville Airport Authority at the following address One Terminal Drive, Suite 501, Nashville, Tennessee, 37214.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Metropolitan Nashville Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Cynthia K. Wills, Program Manager, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, Tennessee 38118-1555, (901) 322-8190. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comments on the application to impose and use the revenue from a PFC at Nashville International Airport under the provisions of the 49 U.S.C. 40117

and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 4, 2003, the FAA determined that the application to impose and use the revenue from a PFC submitted by Metropolitan Nashville Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than March 26, 2004.

The following is a brief overview of the application.

Proposed charge effective date: March 31, 2007.

Proposed charge expiration date: May 1, 2014.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue: \$81,526,000.

Brief description of proposed project(s): Airfield Construction, Develop GA Area, Engineering Study to Develop Land, PFC Eligible Project Reimbursement, Relocate Electrical Vault, Storm Water Treatment Facility Study, Widen TW Fillets.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Part 135, Air Taxi.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Southern Region Headquarters, 1701 Columbia Avenue, College Park, Georgia, 30337.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Metropolitan Nashville Airport Authority.

Issued in Memphis, Tennessee, on December 4, 2003.

LaVerne F. Reid,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 03-30741 Filed 12-11-03; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket Nos. FMCSA-99-5748, FMCSA-99-6156]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.