October 19, 1999 [64 FR 57920], as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the objects to be included in the exhibition, ''The Pursuit of Pleasure,'' imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with foreign lenders. I also determine that the exhibition or display of the exhibit objects at the Guggenheim-Hermitage Museum, Las Vegas, Nevada, from on or about July 15, 2004, to on or about January 16, 2005, and at possible additional venues yet to be determined, is in the national interest. Public Notice of these determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information or a list of exhibit objects, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, (202) 619–5997, and the address is United States Department of State, SA–44, Room 700, 301 4th Street, SW., Washington, DC 20547–0001.

Dated: June 28, 2004.

C. Miller Crouch,

Principal Deputy Assistant Secretary for Educational and Cultural Affairs, Department of State.

[FR Doc. 04–15096 Filed 7–1–04; 8:45 am]

BILLING CODE 4710–08–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings; Weekly Receipts

Aviation Proceedings, Agreements filed the week ending June 11, 2004, but excluded in the report published at 69 FR 35122. The following Agreement was filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days after the filing of the application.

Docket Number: OST–2004–18116.

Date: Filed June 10, 2004.

Parties: Members of the International Air Transport Association.

Subject: 25th IATA CSC held in Singapore on 11 March, 2004, CSC/26Meet/005/2004 dated 10 June, 2004, Finally Adopted Resolutions 600b & 600b(II), Intended effective date: 15 July, 2004.

Andrea M. Jenkins,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 04–15032 Filed 7–1–04; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket OST–01–9181]

Application of Homer Air, Inc. for Issuance of a Certificate of Public Convenience and Necessity

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 2004–6–22).

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding that Homer Air, Inc., is fit, willing, and able, to engage in interstate scheduled air transportation of persons, property and mail under 49 U.S.C 41102.

DATES: Persons wishing to file objections should do so no later than July 9, 2004.

ADDRESSES: Objections and answers to objections should be filed in Docket OST–01–9181 and addressed to Department of Transportation Dockets (M–30, Room PL–401), 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Patricia L. Thomas, Chief, Air Carrier Fitness Division (X–56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366–9721.

Dated: June 25, 2004.

Karan K. Bhatia,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 04–15046 Filed 7–1–04; 8:45 am]

BILLING CODE 4910–62–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Advisory Circular 23.1523, Minimum Flightcrew

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability of proposed advisory circular (AC) and request for comments.

SUMMARY: This notice announces the availability of and requests comments on a proposed advisory circular, AC 23.1523. This guidance sets forth one method that may be used to show compliance with the requirements contained in 14 CFR, part 23 and § 23.1523, which prescribes certification requirements for minimum flight crew. Most part 23 airplanes are certified for single pilot operations, therefore, the major focus of this guidance is to address cockpit workload considerations that are described in this rule. We are proposing that this guidance be used to improve cockpit safety by addressing pilot workload which has been impacted through the development on newer and novel technologies available in general aviation cockpits along with increased complexity of operations. This AC is one method that can be utilized to determine workload factors and issues for normal, utility, aerobatic and commuter category airplanes. Material in this AC is neither mandatory nor regulatory in nature and does not constitute a regulation. This material is intended to be a ready reference for part 23 airplane manufacturers, modifiers, Federal Aviation Administration (FAA) design evaluation engineers, flight test engineers, engineering flight test pilots [Aircraft Certification Office (ACO), Flight Standards, and Manufacturers] as well as human factors engineering evaluators. This material may also be used by FAA authorized designees in the performance of workload evaluations.

DATES: Comments must be received on or before August 31, 2004.

ADDRESSES: Copies of the proposed Minimum Flight Crew, AC 23.1523, may be requested from the following: Small Airplane Directorate, Standards Office (ACE–110), Aircraft Certification Service, Federal Aviation Administration, 901 Locust Street, Room 301, Kansas City, MO 64106. Proposed advisory circulars are posted on the RGL at *http://www.airweb.faa.gov/AC*.

FOR FURTHER INFORMATION CONTACT: Mr. Frank Bick, Standards Office, Small Airplane Directorate, Aircraft Certification Service, Kansas City, Missouri 64106, telephone (816) 329–4119, fax (816) 329–4090, *frank.bick@faa.gov*.

SUPPLEMENTARY INFORMATION: Any person may obtain a copy of this proposed AC by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. A copy of the AC will also be available on the Internet at *http://www.airweb.faa.gov/AC* within a few days.

Comments Invited: We invite interested parties to submit comments on the proposed AC. Commenters must identify AC 23.1523 and submit comments to the address specified above. The FAA will consider all communications received on or before the closing date for comments before

issuing the final AC. The proposed AC and comments received may be inspected at the Standards Office (ACE–110), 901 Locust, Room 301, Kansas City, Missouri, between the hours of 8:30 and 4 p.m. weekdays, except Federal holidays by making an appointment in advance with the person listed under **FOR FURTHER INFORMATION CONTACT.**

Background: In the early 1980s, a move to reduce the crew size of the new generation of commercial jet transport airplanes from three to two caused the FAA to develop additional criteria and guidance for minimum crew determination for part 25 airplanes. AC 25.1523 was developed to provide manufacturers and certification personnel a means of demonstrating compliance to 14 CFR, part 25, § 25.1523. Most part 23 airplanes are single pilot, none require a crew of three, and only a few require a crew of two; therefore, there was no desire to address crew complement in these airplanes and no parallel effort was initiated at that time for part 23 airplanes. For many years, part 23 airplane cockpits were relatively simple in design and utilized instruments and systems that were also quite similar in operation. This made it relatively easy for pilots to safely transition from one part 23 airplane to another. However, in recent years due to the growth of modern technology and the reduced cost of electronic components, novel and more complex integrated avionic systems are increasingly being installed in part 23 airplanes. These new systems have changed the appearance, operation, and usability of the pilot-vehicle interface. There is also much variation between manufacturers in terms of the design and operational characteristics of these systems. Consequently, there is a concern that pilot(s) familiar and proficient with one system may not be able to sufficiently understand and operate another system. Although many of these systems can greatly improve pilot situational awareness and safety, poorly designed systems can increase pilot workload, and increase the potential for pilot error.

Additionally, the lack of standardization in the design and operation of these systems can negatively affect pilot training and impact performance and safety. Accordingly, there is a need to more closely examine pilot workload and error potential in these highly complex, integrated cockpits.

Issued in Kansas City, Missouri on June 16, 2004.

William J. Timberlake,

Acting Manager, Small Airplane Directorate, Aircraft Certification Office.

[FR Doc. 04–15038 Filed 7–1–04; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Acceptance of Noise Exposure Maps for Santa Barbara Airport, Santa Barbara, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by City of Santa Barbara, California for Santa Barbara Airport under the provisions of 49 U.S.C. 47501 *et. seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: *Effective:* The effective date of the FAA's determination on the noise exposure maps is June 28, 2004.

FOR FURTHER INFORMATION CONTACT: Jennifer Mendelsohn, Environmental Protection Specialist, AWP–621.6, Southern California Standards Section, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009–2007, Telephone: 310/725–3637.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Santa Barbara Airport are in compliance with applicable requirements of Part 150, effective June 28, 2004. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as ''the Act''), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by City of Santa Barbara, California. The documentation that constitutes the ''Noise Exposure Maps'' as defined in section 150.7 of Part 150 includes: Exhibit 3M ''2003 Noise Exposure Map,'' and Exhibit 3P ''2008 Noise Exposure Map.'' The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as residential, open space, commercial/office, community facilities, libraries, churches, open space, infrastructure, vacant and warehouse and those areas within the Community Noise Equivalent Level (CNEL) 60, 65, 70 and 75 noise contours. Estimates for the number of people within these contours for the year 2003 are shown in Table 4D. Estimates of the future residential population within the 2008 noise contours are shown in Table 4G. Exhibit 3A displays the location of noise monitoring sites. Flight tracks for the existing and the five-year forecast Noise Exposure Maps are found in Exhibits 3E, 3F, 3G, 3H, 3J, and 3K. The type and frequency of aircraft operations (including nighttime operations) are found in Tables 3D and 3E. The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on June 28, 2004.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps