

**DEPARTMENT OF STATE****[Public Notice: 4436]****Determination Pursuant to Section 1(b) of Executive Order 13224 Relating to Shamil Basayev**

Acting under the authority of section 1(b) of Executive Order 13224 of September 23, 2001, as amended by Executive Order 13286 of July 2, 2002, and Executive Order 13284 of January 23, 2003, and in consultation with the Secretary of the Treasury, the Attorney General, and the Secretary of Homeland Security, I hereby determine that Shamil Basayev [Date of Birth: 1/14/1965, Place of Birth: Chechen village of Dyshni-Vedenov] has committed, or poses a significant risk of committing, acts of terrorism that threaten the security of U.S. nationals or the national security, foreign policy, or economy of the United States.

Consistent with the determination in section 10 of Executive Order 13224 that "prior notice to persons determined to be subject to the Order who might have a constitutional presence in the United States would render ineffectual the blocking and other measures authorized in the Order because of the ability to transfer funds instantaneously," I determine that no prior notice need be provided to any person subject to this determination who might have a constitutional presence in the United States because to do so would render ineffectual the measures authorized in the Order.

This notice shall be published in the **Federal Register**.

Dated: August 4, 2003.

**Colin L. Powell,**

*Secretary of State, Department of State.*

[FR Doc. 03-20310 Filed 8-7-03; 8:45 am]

**BILLING CODE 4710-10-P**

**DEPARTMENT OF STATE****[Public Notice 4406]****Defense Trade Advisory Group Notice of Open Meeting**

**AGENCY:** Department of State.

**ACTION:** Notice.

The Defense Trade Advisory Group (DTAG) will meet in open session from 9 a.m. to 12 noon on Thursday, September 18, 2003, in Room 1912 at the U.S. Department of State, Harry S. Truman Building, 2201 C Street NW., Washington, DC. Entry and registration will begin at 8:15. The membership of this advisory committee consists of private sector defense trade specialists,

appointed by the Assistant Secretary of State for Political-Military Affairs, who advise the Department on policies, regulations, and technical issues affecting defense trade. The purpose of the meeting will be to review progress of the working groups and to discuss current defense trade issues and topics for further study.

Although public seating will be limited due to the size of the conference room, members of the public may attend this open session as seating capacity allows, and will be permitted to participate in the discussion in accordance with the Chairman's instructions. Members of the public may, if they wish, submit a brief statement to the committee in writing.

As access to the Department of State facilities is controlled, persons wishing to attend the meeting must notify the DTAG Executive Secretariat by COB Wednesday, September 10, 2003. If notified after this date, the DTAG Secretariat cannot guarantee that State's Bureau of Diplomatic Security can complete the necessary processing required to attend the September 18 plenary.

Each non-member observer or DTAG member needing building access that wishes to attend this plenary session should provide his/her name, company or organizational affiliation, phone number, date of birth, social security number, and citizenship to the DTAG Secretariat, contact person Barbara Eisenbeiss via e-mail at [EisenbeissBK@state.gov](mailto:EisenbeissBK@state.gov). DTAG members planning to attend the plenary session should notify the DTAG Secretariat, contact person Mary Sweeney via e-mail at [SweeneyMF@state.gov](mailto:SweeneyMF@state.gov). A list will be made up for Diplomatic Security and the Reception Desk at the C Street Entrance. Attendees must present a driver's license with photo, a passport, a U.S. Government ID, or other valid photo ID for entry.

**FOR FURTHER INFORMATION CONTACT:** Mary F. Sweeney, DTAG Secretariat, U.S. Department of State, Office of Defense Trade Controls Management (PM/DTCM), Room 1200, SA-1, Washington, D.C. 20522-0112, (202) 663-2865, FAX (202) 663-261-8199.

Dated: August 1, 2003.

**Michael T. Dixon,**

*Executive Secretary, Defense Trade Advisory Group, Department of State.*

[FR Doc. 03-20309 Filed 8-7-03; 8:45 am]

**BILLING CODE 4710-25-U**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****[Docket No. FAA-2003-15745]****High Density Airports; Notice of Reagan Washington National Airport Lottery Allocation Procedures**

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice rescheduling the date of the lottery to allocate slots at Reagan Washington National Airport.

**SUMMARY:** This action reschedules the Federal Aviation Administration (FAA) lottery for the allocation of limited air carrier and commuter slots at Reagan Washington National Airport (DCA). The lottery was originally scheduled for July 31, 2003, and is rescheduled for August 12, 2003.

**DATES:** July 31, 2003.

**Date/Location of Lottery:** The lottery will be held in the Federal Aviation Administration (FAA) Auditorium, 3rd floor, 800 Independence Avenue, SW., Washington, DC 20591, on August 12, 2003, beginning at 1 p.m.

**FOR FURTHER INFORMATION CONTACT:** Lorelei Peter, Operations and Air Traffic Law Branch, Regulations Division, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number 202-267-3134.

**SUPPLEMENTARY INFORMATION:****Background**

On July 9, 2003, the FAA published in the **Federal Register** a notice of lottery and allocation procedures for a limited number of air carrier and commuter slots at DCA (68 FR 41037). A clarification regarding the applicable regulatory definition of a limited incumbent carrier was published on July 18, 2003 (68 FR 42796).

The FAA has received comments and questions regarding the lottery procedures and the application of the regulatory definitions of a new entrant carrier and a limited incumbent carrier for this lottery. Copies of documents related to the lottery, including submissions from the carriers requesting to participate in the lottery and letters regarding certain lottery procedures and carrier eligibility questions, have been placed in the docket for this matter, FAA-2003-15745. On July 24, 2003, the FAA notified carriers operating at DCA and other interested parties of the open docket and provided that if any party sought to comment on the lottery or any issues raised by the documents in the

docket, it should do so by 12 p.m. on July 28, 2003.

We have reviewed the comments in the docket and find that several issues regarding carrier eligibility to participate and the lottery procedures have been raised. The FAA finds it necessary to delay the lottery for a short period of time to properly resolve these concerns. The FAA will issue a subsequent notice in the **Federal Register** that responds to the comments and lists the carriers eligible to participate in the lottery and their respective category of participation.

This notice does not reopen the notification deadline for carriers not operating at DCA to request participation in the lottery.

Issued on July 31, 2003, in Washington, DC.

**James W. Whitlow,**  
Deputy Chief Counsel.

[FR Doc. 03-20192 Filed 8-7-03; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

**Notice of Intent To Designate as Abandoned Certain Type Certificates Issued in the Restricted Category: International Helicopters, H5S0; Smith Helicopters, H8NM; Invest In Opportunities, Inc., H9WE; Helitech Corporation, H12WE; Pacific Aviation, H15WE; Joe G. Marrs, H2S0; Glacier Helicopter, Inc., H21NM; Charles D. Linza, H4WE; Sterling Aircraft Industries, H7WE; Heli Crane Corporation, HR-35; Lassen Air, H11WE; U.S. Helicopter, R00009AT**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to designate certain type certificates issued in the restricted category as abandoned; request for comments.

**SUMMARY:** This notice announces the FAA's intent to designate each of the above-cited Type Certificates issued in the Restricted Category (RCTC) as abandoned. The FAA has been unable to locate these RCTC holders concerning the continued airworthiness of the aircraft certificated under their type certificates. The Federal Aviation Regulations (FARs) require that type certificate (TC) holders report certain failures, malfunctions, and defects to the FAA. The FARs also require, upon request, that TC holders submit design changes to the FAA that are necessary to correct any unsafe condition in their products. The FAA has been

unsuccessful in its attempt to contact each of the above listed TC holders by certified mail, by telephone, and Internet search. The FAA is responsible for surveillance of the RCTC holder's ability to perform continued operational safety (COS) management and oversight of each helicopter on their TC. This action is intended to ensure that each individual RCTCed helicopter is under a TC that has active COS management and oversight by a TC holder that can be subject to periodic safety audits by the FAA.

**DATES:** Comments must be received on or before October 7, 2003.

**ADDRESSES:** Comments on this notice must be submitted to the Federal Aviation Administration, Safety Management Group, ASW-112, Rotorcraft Directorate, Fort Worth, Texas 76193-0112 or electronically to [Charles.C.Harrison@faa.gov](mailto:Charles.C.Harrison@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Charles Harrison, Aerospace Engineer, FAA, Rotorcraft Directorate, Aircraft Certification Service, Fort Worth, Texas 76193-0112, telephone (817) 222-5128, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** This notice is intended to inform the public of the FAA's intent to designate certain Type Certificates issued in the Restricted Category as being abandoned and that no additional original airworthiness certificates will be issued against these type certificates (TC) designated as abandoned. The FAA has been unable to locate these TC holders concerning the continued airworthiness of the aircraft certificated under their type certificates. Among other regulatory requirements, 14 CFR 21.3 requires TC holders to report certain failures, malfunctions, and defects to the FAA; and 14 CFR 21.99 requires, upon request, that TC holders submit design changes that are necessary to correct any unsafe condition in their products. To date, the FAA has been unsuccessful in its attempts to locate each of the above listed TC holders by certified mail, by telephone, and Internet search. The FAA is responsible for surveillance of the RCTC holder's ability to perform continued operational safety (COS) management and oversight of each helicopter on their TC. This action is *not* intended as a surrender, suspension, revocation, or termination of any TC as those terms are used in 14 CFR part 21. However, this action is intended to ensure that each individual RCTCed helicopter is under a TC that has active COS management and oversight by a TC holder that can be subject to periodic safety audits by the FAA. Periodic safety audits that the

FAA performs on these TC holder's compliance with the FAA safety regulations relating to continued airworthiness of their helicopters cannot be accomplished if they cannot be located.

Interested parties are invited to provide comments, written data, views, or arguments relating to this notice. Comments should be submitted in duplicate to the address specified above. All comments received on or before the closing date will be considered. All comments received will be available in the docket for examination by interested persons. Comments may be inspected at the office of the FAA, Rotorcraft Safety Management Group, Rotorcraft Directorate, 4th Floor, 2601 Meacham Boulevard, Fort Worth, Texas, between 9 a.m. and 4 p.m. Monday through Friday, except Federal holidays.

**Background:** Since the issuance of many of the RCTC's, there have been a large number of significant service difficulties that have been discovered on various models of surplus military aircraft certificated in the restricted category, particularly under 14 CFR 21.25. Some of these service difficulties have resulted in fatalities and led to the discovery of various continued operational safety problems in this fleet. Based on the numbers of significant service difficulties that are being discovered in the RCTC helicopter fleet, the FAA conducted an audit of the records of all known RCTC holders.

As part of this audit, the FAA elevated its efforts to contact and review all of the RCTC holders for up-to-date information on their RCTC including the number of helicopters, the serial numbers (S/N), and the operators of those helicopters. This effort has revealed that there are helicopters listed on the FAA Aircraft Registry for which there is no COS management and oversight by the TC holder. The audit also revealed that there are many RCTC's that have been sold and not properly transferred to the new owner. Contacts with some RCTC holders also revealed that there were some certificates that were intentionally not managed for various reasons, however the RCTC was not surrendered. As part of the audit, the FAA also discovered that several RCTC holders could not be located and in some cases there were no active aircraft listed in the FAA Registry for certain RCTC's and in other cases there are active aircraft listed in the FAA Registry. The FAA attempted to contact and locate all of these RCTC holders by phone, certified letter, and Internet search. Several RCTC holders could not be located and have never