

(2) Volsk Mechanical Plant (including at Saratov Region, 412013, Volsk, Russia);

(3) Central Scientific Research Institute of Precision Machine-Building, aka Tzniitochmash (including at 142080 Klimovsk, Russia).

Furthermore, it is the policy of the United States to deny licenses and other approvals for exports and temporary imports of defense articles and defense services destined for these Russian entities.

Dated: June 3, 1999.

**Eric D. Newsom,**

*Assistant Secretary of State for Political-Military Affairs.*

[FR Doc. 99-14635 Filed 6-8-99; 8:45 am]

BILLING CODE 4710-25-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### DOT Partnership Council; Meeting

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice of meeting.

**SUMMARY:** The Department of Transportation announces a meeting of the DOT Partnership Council (the Council). Notice of this meeting is required under the Federal Advisory Committee Act.

**Time and Place:** The Council will meet on Wednesday, June 23, 1999, at 10 a.m., at the Department of Transportation, Nassif Building, room 10214, 400 Seventh Street, SW., Washington, DC 20590. The room is located on the 10th floor.

**Type of Meeting:** These meetings will be open to the public. Seating will be available on a first-come, first-served basis. Handicapped individuals wishing to attend should contact DOT to obtain appropriate accommodations.

**Point of Contact:** Jean B. Lenderking, Corporate Human Resource Leadership Division, M-13, Department of Transportation, Nassif Building, 400 Seventh Street, SW., room 7411, Washington, DC 20590, (202) 366-8085.

**SUPPLEMENTARY INFORMATION:** The purpose of this meeting is to brief the Council on the Federal Employees Cancer Warmline, the Life with Cancer Signature Project in memory of the late American Federation of Government Employees (AFGE) President John Sturdivant; report sites identified for assessment during Phase II of DOT labor-management climate study; and showcase new DOT Partnership Council web-site.

**Public Participation:** We invite interested persons and organizations to

submit comments. Mail or deliver your comments or recommendations to Ms. Jean Lenderking at the address shown above. Comments should be received by June 14, 1999 in order to be considered at the June 23rd meeting.

Issued in Washington, DC, on June 3, 1999.

For the Department of Transportation.

**John E. Budnik,**

*Associate Director, Corporate Human Resource Leadership Division.*

[FR Doc. 99-14621 Filed 6-8-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Advisory Circular 21-38A, Disposition of Scrap or Salvageable Aircraft Parts and Materials

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

**ACTION:** Notice of availability.

**SUMMARY:** This notice announces the availability of the proposed Advisory Circular (AC) 21-38A, Disposition of Scrap or Salvageable Aircraft Parts and Materials, for review and comment. When an aviation part is not eligible for installation on an aircraft, aircraft engine, or aircraft propeller and the owner wishes to dispose of it, the part may either be salvageable or scrap. This AC provides information and recommendations to help manufacturers and other persons involved in the control, distribution, sale, maintenance, or disposal of scrap or salvageable aircraft engines, aircraft propellers, and aircraft parts and materials, by ensuring parts and materials are disposed of in a manner that does not allow them to be misrepresented as serviceable parts.

**DATES:** Comments submitted must be received no later than August 9, 1999.

**ADDRESSES:** Copies of the proposed AC 21-38A can be obtained from and comments may be returned to the following: Federal Aviation Administration, Production and Airworthiness Certification Division, AIR-200, Room 815, 800 Independence Avenue, SW, Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Loyal Woodworth, Federal Aviation Administration, Production and Airworthiness Certification Division, AIR-200, Room 815, 800 Independence Avenue, SW, Washington, DC 20591, 202-267-8361. The e-mail address is loyal.woodworth@faa.gov.

**SUPPLEMENTARY INFORMATION:** Interested persons are invited to comment on the proposed AC 21-38A listed in this

notice, by submitting such written data, views, or arguments as they desire to the aforementioned address. Comments must be marked "Comments to AC 21-38A." All communications received on or before the closing date for comments will be considered by the Director, Aircraft Certification Service, before issuing the final AC. Comments received on the proposed AC 21-38A may be examined before and after the comment closing date in Room 815, FAA headquarters building (FOB-10A), 800 Independence Avenue, SW, Washington, DC 20591, between 8:30 a.m. and 4:30 p.m.

Issued in Washington, DC, on June 3, 1999.

**Terry A. Allen,**

*Acting Manager, Production and Airworthiness Certification Division, AIR-200.*

[FR Doc. 99-14615 Filed 6-8-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Availability of the Record of Decision on the Potomac Consolidated Terminal Radar Approach Control (TRACON) Facility

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of Record of Decision for the Potomac Consolidated TRACON.

**SUMMARY:** In accordance with the National Environmental Policy Act of 1969 and FAA Order 1050.ID, Policies and Procedures for Considering Environmental Impacts, the Federal Aviation Administration (FAA) has made a final determination to consolidate the workforces and functions of the four Terminal Radar Approach Control (TRACON) facilities in the Baltimore-Washington area. These four stand-alone TRACONs are located at Baltimore-Washington International Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD); and the FAA operated TRACON located at Andrews Air Force Base, Maryland (ADW). The facility will be called the Potomac Consolidated TRACON (PCT) and will be housed in a new building to be constructed at the former Vint Hill Farms Station in Fauquier County, Virginia.

The PCT will be established in a manner consistent with the alternative "Consolidation of DCA, IAD, BWI, and ADW TRACONs" described in the Final

Environmental Impact Statement (FEIS) as the preferred alternative. The FAA issued the FEIS on April 19, 1999. The FEIS analyzed two alternatives in detail. The first or No Action alternative would require physical replacement of the Baltimore and Dulles TRACONS, but would not consolidate the four facilities. The second or preferred alternative would provide full consolidation at one of two possible locations. The FEIS identified the preferred location as Vint Hill Farms.

**FOR FURTHER INFORMATION OR TO OBTAIN A COPY OF THE RECORD OF DECISION**

**CONTACT:** Mr. Joseph Champley, Project Support Specialist, Federal Aviation Administration, (800) 762-9531, Email: joe.champley@faa.gov.

The Record of Decision can be viewed on the Internet at <http://www.faa.gov/ats/potomac>.

Dated: June 3, 1999 in Washington, DC.

**John Mayrhofer,**

*Director, TRACON Development Program.*  
[FR Doc. 99-14616 Filed 6-8-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Factors Affecting Award of Airport Improvement Program (AIP) Discretionary Funding

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) reiterates four factors that may militate against a decision by the FAA to award AIP discretionary funding to an airport sponsor. These factors are: revenue diversion; delinquent submissions of financial reports; unsatisfactory progress on existing grant agreements; and use of AIP entitlements funds on low priority development as calculated under the FAA's National Priority System (NPS) equation.

**FOR FURTHER INFORMATION CONTACT:** Mr. Barry L. Molar, Manager, Airports Financial Assistance Division, APP-500, on (202) 267-3831.

**SUPPLEMENTARY INFORMATION:** 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 NPS. The Congress has directed that FAA take certain additional factors into consideration. The FAA hereby

provides notice and explanation of those factors, and the manner in which the FAA will consider them in making decisions on discretionary grants.

#### 1. Improper Diversion of Airport Revenue

Airport sponsors receiving federal grants under the Airport Improvement Program (AIP) are subject to a number of statutory conditions, one of which restricts the use of airport revenue. The FAA published a notice of final policy and procedures concerning the use of airport revenues (64 FR 7696). The Notice defines proper and improper uses of airport revenue and describes actions the FAA may take to address improper revenue use.

It is the intent of the FAA to generally withhold AIP discretionary funding to those airports requesting such funding that are being investigated by the FAA for misuse of airport generated revenue. Airports qualifying under Title 49 U.S.C. 47107(b)(2) are exempted from this policy. This provision recognizes the rights of "grandfathered" airport sponsors to use airport revenues for other purposes. However, as discussed below, payments permitted under the "grandfather" provision may be considered a militating factor against the award of discretionary grants in certain circumstances.

##### General Rule

Title 49 U.S.C., Sections 47107(b) and 47133; generally requires airport revenues to be used for the capital or operating costs of the airport, the local airport system, or other facilities owned or operated by the airport sponsor and directly and substantially related to the actual air transportation of persons or property. If the FAA finds that an airport is not complying with this statute, after providing notice and an opportunity for hearing, and the sponsor does not take satisfactory corrective action, various enforcement actions are mandated or authorized. The enforcement actions affecting AIP funding that the FAA is authorized or required to take include any of the following, or combination thereof: withholding of future AIP entitlement and discretionary grants (49 U.S.C. 47106(d), 47111(e)); withholding approval of the modification of existing grant agreements that would increase the amount of AIP funds available (section 47111(e)); and withholding payments under existing grants (section 47111(d)).

##### Grandfather Provision

Under the "grandfather provision" of the revenue use requirement, sections

47107(b) and 47133(b), an airport operator may use airport revenues for local purposes other than those proscribed in sections 47107 and 47133 if a provision of law controlling the airport operator's financing enacted on or before September 2, 1982 or a covenant or assurance in an airport operator's debt obligation issued on or before September 2, 1982 provides for the use of airport revenues from any facility of the airport operator to support general debt obligations or other facilities of the airport operator. The statutory revenue-use provisions also permit local taxes on aviation fuel in effect on December 30, 1997 to be used for any local purpose.

Thus, the use of airport revenue for local purposes under these exceptions does not preclude the award of AIP grants to an airport operator. However, under 49 U.S.C. § 47115(f), the FAA must, in certain circumstances, consider as a factor militating against the distribution of discretionary AIP funding, the use of airport revenue for local purposes under the "grandfather provision." This militating factor applies only if the airport revenue so used in the airport's fiscal year preceding the date of the application for discretionary funds exceeds the amount of revenues used in the airport's first fiscal year ending after August 23, 1994, and adjusted for changes in the Consumer Price Index. In addition, the airport's failure to provide information needed by the FAA to determine whether Section 47115(f) applied to a specific grant application would prevent the FAA from making an evaluation required by Section 47115(f), and thus, would prevent the FAA from considering an application for discretionary funds.

#### 2. Annual Financial Reports

Section 111(c) of the Federal Aviation Administration Authorization Act of 1994 (the 1994 Act) requires the Secretary of Transportation to submit to the Congress, and to make available to the public, in annual report listing in detail certain financial information requiring individual airport revenues and expenditures. The data is derived from reports by airport owners or operators, also required by Section 111(a)(19) of the 1994 Act. Under the authority of Assurance 26 of the Airport Sponsor Assurances, airport sponsors are required to submit annual reports. The FAA's September 10, 1998, Advisory Circular (AC) titled *Guide for Airport Financial Reports Filed by Airport Sponsors* specifies the report format and due dates.