

(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]

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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