

of the United States Code, I have determined that this meeting will be concerned with matters the disclosure of which would seriously compromise the development by the United States Government of trade policy, priorities, negotiating objectives or bargaining positions with respect to the operation of any trade agreement and other matters arising in connection with the development, implementation and administration of the trade policy of the United States. The meeting will be open to the public and press from 4:30 p.m. to 5:00 p.m. when trade policy issues will be discussed. Attendance during this part of the meeting is for observation only. Individuals who are not members of the committee will not be invited to comment.

**DATES:** The meeting is scheduled for April 29, 1999, unless otherwise notified.

**ADDRESSES:** The meeting will be held at the USTR ANNEX Building in Conference Rooms 1 and 2, located at 1724 F Street, NW, Washington, DC, unless otherwise notified.

**FOR FURTHER INFORMATION CONTACT:** Christina Sevilla, Office of the United States Trade Representative, (202) 395-6120.

**Charlene Barshefsky,**

*United States Trade Representative.*

[FR Doc. 99-9832 Filed 4-19-99; 8:45 am]

BILLING CODE 3190-01-M

---

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[USCG-1999-5526]

#### Chemical Transportation Advisory Committee; Vacancies

**AGENCY:** Coast Guard, DOT.

**ACTION:** Request for applications.

**SUMMARY:** The Coast Guard is seeking applications for appointment to membership on the Chemical Transportation Advisory Committee (CTAC). CTAC provides advice and makes recommendations to the Coast Guard on matters relating to the safe transportation and handling of hazardous materials in bulk on U.S.-flag vessels and barges in U.S. ports and waterways.

**DATES:** Applications must reach the Coast Guard on or before July 16, 1999.

**ADDRESSES:** You may request an application form by writing to Commandant (G-MSO-3), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; by calling

(202) 267-1217-0081; or by faxing (202) 267-4570. Submit application forms to the same address. This notice and the application form are available on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:**

Commander Robert F. Corbin, Executive Director of CTAC, or Ms. Sara S. Ju, Assistant to the Executive Director, telephone (202) 267-1217-0081, fax (202) 267-4570.

**SUPPLEMENTARY INFORMATION:** The Chemical Transportation Advisory Committee (CTAC) is a Federal advisory committee constituted under 5 U.S.C. App. 2. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection on matters relating to the safe transportation and handling of hazardous materials in bulk on U.S.-flag vessels and barges in U.S. ports and waterways. The advice and recommendations of CTAC also assist the U.S. Coast Guard in formulating the position of the United States on hazardous material transportation issues prior to meetings of the International Maritime Organization.

CTAC meets at least once a year at Coast Guard Headquarters in Washington, DC. It may also meet more often than once a year for extraordinary purposes. CTAC's subcommittees and working groups may meet to consider specific problems as required.

The Coast Guard will consider applications for seven positions that expire or become vacant in September 1999. To be eligible, applicants should have experience in chemical manufacturing, marine transportation of chemicals, occupational safety and health, or environmental protection issues associated with chemical transportation. Each member serves for a term of three years. Some members may serve consecutive terms. However, not more than 50 percent of the members with expiring terms may be re-appointed. All members serve at their own expense, and receive no salary, reimbursement of travel expenses, or other compensation from the Federal Government.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and members of minority groups.

Applicants selected may be required to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a

Federal court or as otherwise provided under the Privacy Act (5 U.S.C. 552a).

Dated: April 13, 1999.

**Howard L. Hime,**

*Director of Standards (Acting); Marine Safety and Environmental Protection.*

[FR Doc. 99-9880 Filed 4-19-99; 8:45 am]

BILLING CODE 4910-15-M

---

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Austin-Bergstrom International Airport; Austin, TX

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Austin, Texas, for Austin-Bergstrom International Airport under the provisions of Title 49, U.S.C. Chapter 475 (hereinafter referred to as "Title 49") and 14 CFR part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is April 5, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Mike Nicely, Department of Transportation, Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas, 76137, (817) 222-5606.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Austin-Bergstrom International Airport are in compliance with applicable requirements of part 150, effective April 5, 1999. Under Title 49, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible 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. Title 49 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 the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title 49, may submit a noise compatibility program for FAA approval which sets forth the

measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The City of Austin, Texas, submitted to the FAA on March 22, 1999, noise exposure maps, descriptions and other documentation which were produced during August 1998 and March 1999. It was requested that the FAA review this material as the noise exposure maps, as described in Title 49.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the City of Austin, Texas. The specific maps under consideration are 1999 Opening Day Existing Condition Noise Exposure Map, Figure 3.7 and 2004 Future Condition Noise Exposure Map, Figure 4.6 in the submission. The FAA has determined that these maps for Austin-Bergstrom International Airport are in compliance with applicable requirements. This determination is effective on April 5, 1999. 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 Title 49, 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 to resolve questions concerning, for example, which properties should be covered by the provisions of Title 49. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Title 49. The FAA has relied on the certification by the airport operator, under § 150.21 of FAR part 150, that the statutorily

required consultation has been accomplished.

Copies of the noise exposure maps and the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,  
Airports Division, 2601 Meacham  
Boulevard, Fort Worth, Texas 76137.  
City of Austin, Department of Aviation,  
2716 Spirit of Texas Drive, Austin,  
Texas 78719.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas, April 5, 1999.  
**Naomi L. Saunders,**  
*Manager, Airports Division.*  
[FR Doc. 99-9797 Filed 4-19-99; 8:45 am]  
**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-99-09]

#### Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

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

**ACTION:** Notice of petitions for exemption received and of dispositions of prior petitions.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before May 11, 1999.

**ADDRESSES:** Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. \_\_\_\_\_, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-cmts@faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

**FOR FURTHER INFORMATION CONTACT:** Cherie Jack (202) 267-7271 or Terry Stubblefield (202) 267-7624 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on April 15, 1999.

**Donald P. Byrne,**

*Assistant Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* 23771.

*Petitioner:* Cessna Aircraft Company.  
*Section of the FAR Affected:* 14 CFR 91.9(a) and 91.531(a)(1) & (2).

*Description of Relief Sought:* To permit Cessna Aircraft operators of the Cessna Citation Excel Model 560XL, that otherwise meets the minimum crew requirements of 25.1523 with a single pilot, to operate those airplanes without a second in command.

*Docket No.:* 28768.

*Petitioner:* Franklin Products Company.

*Section of the FAR Affected:* 14 CFR 25.853(a).

*Description of Relief Sought:* To allow a two year time for Exemption No. 6634 for testing and interim use of certain water-based adhesives which do not fully comply with the requirements of 25.853(a) in the manufacture of seat cushions.

*Docket No.:* 29458.

*Petitioner:* National Business Aviation Associates, Inc.

*Section of the FAR Affected:* 14 CFR 61.57(b)(1)(ii).

*Description of Relief Sought:* To permit NBAA to operate turbine powered airplanes where the PIC does not have to meet the night takeoff and landing currency requirements of 61.57(b)(1)(ii) if the PIC's night landing currency has been maintained or reestablished.

*Docket No.:* 29460.

*Petitioner:* Dornier Luftfahrt GMBH.

*Section of the FAR Affected:* 14 CFR 121.358(a) Amendment 121-270.