

hundreds of persons were summarily killed in security sweeps and entire villages were razed during 1999. The government's draconian repression of its civilian population creates a high risk to innocent bystanders.

U.S. citizens and other foreigners working inside Kuwait near the Iraqi borders have been detained by Iraqi authorities in the past and sentenced to lengthy jail terms for alleged illegal entry into the country. Although our interests are represented by the Embassy of Poland in Baghdad, its ability to obtain consular access to detained U.S. citizens and to perform emergency services is constrained by Iraqi unwillingness to cooperate. In light of these circumstances, I have determined that Iraq continues to be a country "where there is imminent danger to the public health or physical safety of United States travelers".

Accordingly, United States passports shall continue to be invalid for use in travel to, in, or through Iraq unless specifically validated for such travel under the authority of the Secretary of State. The restriction shall not apply to American citizens residing in Iraq on February 1, 1991, who continue to reside there, or to American professional reporters or journalists on assignment there.

The Public Notice shall be effective from the date it is published in the **Federal Register** and shall expire at midnight on the same date in the year 2001, unless sooner extended or revoked by Public Notice.

Dated: February 24, 2000.

Madeleine K. Albright,

Secretary of State, U.S. Department of State.

[FR Doc. 00-5773 Filed 3-8-00; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG-2000-7004]

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 in U.S. ports and waterways.

DATES: Application forms should reach the Coast Guard on or before September 1, 2000.

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>. The application form is also available at <http://www.uscg.mil/hq/g-m/advisory/ctac/ctac.htm>.

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 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 as necessary. CTAC's subcommittee and working groups may meet to perform specific assignments as required.

The Coast Guard will consider applications for ten positions that expire in December 2000. To be eligible, applicants should have experience in chemical manufacturing, vessel design and construction, marine transportation of chemicals, occupational safety and health, or marine 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.

Dated: March 2, 2000.

Joseph J. Angelo,

Director of Standards, Marine Safety and Environmental Protection.

[FR Doc. 00-5832 Filed 3-8-00; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[USCG 2000-7005]

National Offshore Safety Advisory Committee; Vacancies

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard is seeking applications for membership on the National Offshore Safety Advisory Committee (NOSAC). NOSAC provides advice and makes recommendations to the Coast Guard on matters affecting the offshore industry.

DATES: Applications should reach us on or before July 30, 2000.

ADDRESSES: You may request an application form by writing to Commandant (G-MSO-2), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001; by calling 202-267-1181; or by faxing 202-267-4570. A copy of the application form is available from the Coast Guard's Advisory Committee web page at: <http://www.uscg.mil/hq/g-m/advisory/index.htm> Send your application in written form to the above street address. This notice is available on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Captain Peter A. Richardson, Executive Director of NOSAC, or James M. Magill, Assistant to the Executive Director, telephone 202 267-1181, fax 202 267-4570.

SUPPLEMENTARY INFORMATION: NOSAC is a Federal advisory committee constituted under 5 U.S.C. App. 2. It consists of 14 regular members who have particular expertise, knowledge, and experience regarding drilling and production technology, equipment, and techniques that are used, or are being developed for use, in the exploration or recovery of offshore mineral resources. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection, on safety and rulemaking matters relating to the offshore mineral and energy industries.

This advice assists us in formulating the positions of the United States in advance of meetings of the International Maritime Organization.

NOSAC meets twice a year, with one of these meetings being held at Coast Guard Headquarters in Washington, DC. It may also meet for extraordinary purposes. Subcommittees and working groups may meet to consider specific problems as required.

We will consider applications for four positions that expire or become vacant in January 2001. To be eligible, applicants should have experience in offshore operations, diving services, pipelaying, or general public interest associated with offshore activities. Each member serves a term of 3 years. A few members may serve consecutive terms. 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 U.S. Department of Transportation on gender and ethnic diversity, the Coast Guard encourages applications from qualified women and minority group members.

If you are selected as the general public member, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). We may not release the report or the information in it 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: March 2, 2000.

Joseph J. Angelo,

Director of Standards Marine Safety and Environmental Protection.

[FR Doc. 00-5831 Filed 3-8-00; 8:45 am]

BILLING CODE 4910-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-00-7018]

Fees for FAA Services for Certain Flights; Public Availability of Letter

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA announces the availability to the public of a letter to known users of "overflight" services concerning the reestablishment of certain fees. This letter states that these fees will be charged for air traffic control (ATC) and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from nor land in the United States.

FOR FURTHER INFORMATION CONTACT: Randy Fiertz (202) 267-7140, Acting Director, Office of Performance Management (APF-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

SUPPLEMENTARY INFORMATION: The FAA is sending letters to known major users and other interested entities about the reestablishment of "overflight" fees. These fees will be charged for ATC and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from nor land in the United States. Such fees are commonly referred to as "overflight" fees. The FAA is taking this action to give the public notice of the letter being sent to affected parties concerning reestablishment of "overflight" fees. This notice and a copy of the letter below will be available for public inspection in the docket at U.S. Department of Transportation Dockets, 400 Seventh Street SW., Room Plaza 401, Washington, DC 20590, between 10 a.m. and 5 p.m. weekdays, except Federal holiday. The docket may also be examined electronically through the Dockets Management System (DMS) at the following Internet address: <http://dms.dot.gov/> at any time.

Issued in Washington, DC on March 6, 2000.

Michael E. Chase,

Acting Assistant Chief Counsel for Regulations.

Letter to Users of Certain Overflight ATC Services

Dear _____:

The Federal Aviation Administration (FAA) will soon announce the reestablishment of user fees that will be charged for air traffic control (ATC) and related services provided to certain aircraft that fly through U.S.-controlled airspace, but neither take off from, nor land in, the United States. Such fees are commonly referred to as "overflight" fees.

The implementation of these fees is required by the Federal Aviation Reauthorization Act of 1996 (The Act). The Act states that the FAA should establish overflight fees through the publication of an Interim Final Rule. Under the Interim Final Rule process, the fees will take effect shortly after publication in the **Federal Register**. The FAA will invite public comment on the Interim Final Rule. After thorough consideration of the comments received, the FAA will make any appropriate changes and then issue a Final Rule.

You may recall that the FAA published an Overflight Fee Interim Final Rule in March 1997. The costs upon which those overflight fees were based were determined using FAA's 1995 Cost Allocation Study. On January 30, 1998, the U.S. Court of Appeals for the District of Columbia set aside the 1997 rule, concluding that the FAA had used an

incorrect methodology to allocate fixed and common costs. As a result of the Court's ruling, the FAA immediately suspended fee collections, subsequently refunded the \$40 million in fees that had then been collected, and withdrew the Interim Final Rule.

Although the Court of Appeals' ruling effectively terminated the 1997 overflight fees, the Act remains in effect. To comply with the Act and accurately establish the costs of ATC services using the best available information, the FAA is developing new overflight fees using actual fiscal year 1999 cost data from its new cost accounting system. This system has been reviewed carefully by accounting and financial professionals, both inside and outside the government, to ensure that the ATC enroute and oceanic cost data used are the most accurate available.

The Office of Inspector General of the Department of Transportation recently completed an in-depth review of the fiscal year 1998 cost accounting data and the flight data used to derive the new fees. A copy of the Inspector General's report can be found at www.oig.dot.gov/avauds.htm (Report no. FE-2000-024, dated December 17, 1999). The report includes recommendations, which the FAA has acted upon, including basing the overflight fees on actual cost accounting data for fiscal year 1999.

I hope the above information is useful to you in your planning. Our regulatory procedures do not allow me at this time to provide further details beyond those contained in this letter. Once the Interim Final Rule has been published, however, there will be ample opportunity for you to present your views—including a public meeting that will be announced when the Interim Final Rule is published. I look forward to working with you more closely at that time.

While the Interim Final Rule process is not the customary rulemaking approach used by the FAA, it is required by law for this particular rulemaking. Nevertheless, I can assure you that all comments received will be fully considered by the FAA before the Final Rule is issued.

Sincerely,

Donna R. McLean,
Assistant Administrator for Financial Services.

[FR Doc. 00-5778 Filed 3-6-00; 3:13 pm]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2000-7011]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the Vessel KIRSTEN ANNE.