

between OPM and SSA, the matching program will be in effect and continue for 18 months with an option to renew for 12 additional months under the terms set forth in 5 U.S.C. 552a(o)(2)(D).

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## DEPARTMENT OF STATE

[Public Notice No. 3444]

### Uncitral Working Group On Arbitration: Possible New Uniform Rules On Written Form for Arbitration Agreement, Interim Measures of Protection, Mediation and Conciliation; Meeting Notice

**AGENCY:** Department of State.

**ACTION:** The Arbitration and ADR Study Group of the Department's Advisory Committee on Private International Law will hold a meeting in Washington, DC at the Department of State on Thursday, November 9, 2000, from 9:30 am to 1:00 pm. The subject will be to provide advice to the U.S. delegation to the next meeting of the UNCITRAL Working Group on Arbitration.

#### Agenda

The meeting will consider the Report of the Secretary-General of UNCITRAL on "Possible Uniform Rules on Certain Issues Concerning Settlement of Commercial Disputes: Written Form for Arbitration Agreement, Interim Measures of Protection, Conciliation." This document (no. A/CN/WG.II/WP.110) may be found at the UNCITRAL web page: [www.uncitral.org](http://www.uncitral.org). To find it, click on "Preparatory Documents," then on "Working Group on Arbitration," then on "33rd Session." Depending on the time available, the meeting will also consider the Report of the Secretary-General of UNCITRAL on "Possible Future Work: Court-Ordered Interim Measures of Protection in Support of Arbitration, Scope of Interim Measures that may be Ordered by Arbitral Tribunals, Validity of the Agreement to Arbitrate." This document (no. A/CN/WG.II/WP.111) may also be found at the same location on the UNCITRAL website.

#### Background

In response to requests from arbitration and mediation experts around the world, United Nations Commission on International Trade Law (UNCITRAL) has reestablished its Working Group on Arbitration. The Working Group has been charged with considering a number of pressing issues

involving application and interpretation of the 1958 New York Convention on the Enforcement of Foreign Arbitral Awards and the UNCITRAL Model Law and Rules on Commercial Arbitration. These issues include the requirement of written form for arbitration agreements under Article 2 of the Convention, about which U.S. courts have taken different approaches, and the desirability of preparing model provisions on the enforcement of interim measures of protection. In addition, the Working Group is charged with considering the desirability of drafting a new UNCITRAL Model Law on Conciliation to pair with the UNCITRAL Conciliation Rules. (Note that the New York Convention and the UNCITRAL Model texts may all be found on the UNCITRAL website.)

The Working Group met in March 2000 and agreed in principle to begin to draft a Model Law on Conciliation, as well as consider the preparation of legal texts in the areas of the written form for arbitration agreements and interim measures of protection. The UNCITRAL Secretariat has now prepared the Report described above with proposals in these areas (Doc. No. A/CN/WG.II/WP.110).

In addition, the UNCITRAL Secretariat has prepared some preliminary background analysis on a number of additional topics that could form the basis for future consideration by the Working Group (Doc. No. A/CN/WG.II/WP.111). These proposals involve aspects of the use of court-ordered interim measures of protection, the scope of interim measures that may be issued by arbitrators, and the validity of agreements to arbitrate.

#### Attendance

The meeting will be held from 9:30 am to 1 pm in Conference Room 1105 at the Department of State, 2201 C St., NW., Washington, DC, and is open to the public. Because of security requirements for entering the building, persons wishing to attend must contact Ms. Rosie Gonzales, Office of the Legal Adviser, at 202-776-8420, fax 202-776-8482, email <[gonzaler@ms.state.gov](mailto:gonzaler@ms.state.gov)> no later than Monday November 6. Persons wishing to attend should provide Ms. Gonzales with their name, date of birth, and social security number. Copies of the pertinent documents may be found free of charge on the UNCITRAL website as indicated above, or will be provided free of charge by contacting Ms. Gonzales at the above numbers.

Persons not able to attend may provide written comments to Mr. Jeffrey Kovar at the following address: 2430 E

St., NW., South Bldg., Suite 203, Washington, DC 20037-2851.

**Jeffrey D. Kovar,**

*Assistant Legal Adviser for Private International Law, Department of State.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Acceptance of Noise Exposure Maps for Phoenix Sky Harbor International Airport, Phoenix, AZ

**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 Phoenix for the Phoenix Sky Harbor International Airport, Phoenix, Arizona under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and Title 14, Code of Federal Regulations (CFR), Part 150, are in compliance with applicable requirements.

**EFFECTIVE DATES:** The effective date of the FAA's acceptance of the Noise Exposure Maps for the Phoenix Sky Harbor International Airport, Phoenix, Arizona is October 10, 2000.

**FOR FURTHER INFORMATION CONTACT:** Brian Armstrong, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing Address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007.

Telephone (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for the Phoenix Sky Harbor International Airport, Phoenix, Arizona are in compliance with applicable requirements of Federal Aviation Regulation (FAR) Part 150, effective October 10, 2000.

Under Section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), 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

operation, and the ways in which such operations will affect such maps. The Act 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 FAA to be in compliance with the requirements of FAR Part 150, promulgated pursuant to Title I of the Act, 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 FAA has completed its review of the Noise Exposure Map and supporting documentation submitted by the city of Phoenix. The specific maps under consideration are Exhibit 1, "1999 Noise Exposure Map" and Exhibit 2, "2004 Noise Exposure Map" in the submission. The FAA has determined that these maps for the Phoenix Sky Harbor International Airport are in compliance with applicable requirements. This determination is effective on October 10, 2000. FAA's acceptance of 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 acceptance 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 Section 103 of the Act, 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 Section 107 of the Act. 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 FAR Part 150 through FAA's review of the 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 Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the Noise Exposure Maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591;

Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Boulevard, Hawthorne, CA 90261; and

City of Phoenix, Aviation Department, 3400 Sky Harbor Boulevard, Phoenix, AZ 85034.

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

Issued in Hawthorne, California on October 10, 2000.

**Herman C. Bliss,**

*Manager, Airports Division, AWP-600, Western-Pacific Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Transport Airplanes and Engine Issues—New Tasks

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

**ACTION:** Notice of new task assignment(s) for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** Notice is given of new tasks assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

**FOR FURTHER INFORMATION CONTACT:** Dorenda Baker, 601 Lind Ave., Renton, Washington 98055-4056, 425-227-2109, dorenda.baker@faa.gov.

**SUPPLEMENTARY INFORMATION:**

#### Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of

the FAA's rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations on the FAA's commitment to harmonize title 14 of the Code of Federal Regulations (14 CFR) with its partners in Europe and Canada.

#### The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

*Task:* Review 14 CFR 25.365(d), in particular the factors applied to the maximum relief value setting, which is used to set a limit structural design loan. Review FAA and Joint Aviation Authority (JAA) advisory material and paragraph 8 of Advisory Circular 25-20. In light of this review, develop a report recommending changes to harmonize this section and the corresponding JAR paragraph, recommending new harmonized standards, and develop related or revised advisory material as necessary.

*Schedule:* The report and advisory material shall be submitted to the FAA within 18 months after the date of this notice.

#### ARAC Acceptance of Tasks

ARAC has accepted the tasks and has chosen to assign the tasks to the General Structures Harmonization Working Group of the ARAC Transport Airplanes and Engine Issues group. The working group will serve as staff to ARAC to assist in the analysis of the assigned tasks. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

#### Working Group Activity

The General Structures Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of the ARAC Transport Airplane and Engines issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.

3. Draft appropriate documents with supporting economic and other required analyses, and/or any other related guidance material or collateral