

maintained in the Council's efforts to develop a plan for America's path to sustainable development.

The Task Force recognized the value of sharing knowledge across national borders. Lessons learned by Americans pursuing a sustainable future, and new technologies and processes developed in the United States could be of interest and use to other nations.

Correspondingly the United States can learn from the many interesting examples of sustainable development found all over the world.

The Task Force focused on how internationally private capital flows affect sustainable development, particularly in investments made in developing countries. To help develop an understanding of this complex set of issues, the Task Force undertook several activities. It convened stakeholders to discuss key issues in the prospective Multilateral Agreement on Investment and on a structure for facilitating capital flows to developing countries to help them embark on a clean development path. It also provided input to the United Nations effort to take a fresh look at how to finance development, emphasizing that financing should be for sustainable development and take into account social and environmental concerns in parallel with economic growth.

International Key Findings and Recommendations

■ The United States must use its leadership role to help chart a path toward sustainable development both at home and abroad. In doing so the United States should be open to learning from other nations' experiences.

■ The Council can benefit from information exchange with the international community. Efforts should be made to disseminate the Council's work internationally as well as to learn from other countries' experiments and experiences toward achieving sustainable development.

■ New coalitions of interests are needed, both domestically and internationally, to build support for the changes necessary for sustainable development to be achieved. Without "champions" from all sectors, change will not occur.

■ Multilateral agreements should integrate economic, environmental and equity considerations. Sustainable development is inherently an integrative effort. Economic agreements must consider environmental and social effects and environmental agreements must take economic and equity effects into account.

■ The Council or a similar body should continue as a forum for thoughtful consideration of issues of sustainable development by high-level leaders in all sectors. In having such a body, the United States sends a strong signal to the world that multistakeholder dialogue and consensus-building are important means of policy advice and development, and that all sectors are committed to a more sustainable future.

■ Foreign investment, assistance, and all government activities should be progressively and consistently conducted in ways that promote recipient countries' efforts to achieve sustainable development. The global need for "green" development strategies creates new investment opportunities. Domestic policies should enhance America's ability to take advantage of these trends and support the creation and expansion of businesses which help improve the environment and well-being of citizens around the world.

Endnotes

1. PCSD's co-sponsor of the event is the not-for-profit organization, the Global Environment Technology Foundation.
2. Sustainable America, p. 3
3. Sustainable America, p. 4
4. Sustainable America, pp. 6-7.
5. Sustainable America, p. v-vi.

[FR Doc. 99-762 Filed 1-12-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Deadline for Submission of Application Under the Airport Improvement Program (AIP) for Fiscal Year 1999 for Sponsor Entitlement and Cargo Funds

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces March 1, 1999, as the deadline for each airport sponsor to have on file with the FAA an acceptable fiscal year 1999 grant application for funds apportioned to it under the AIP.

FOR FURTHER INFORMATION CONTACT:

Mr. Stanley Lou, Manager, Programming Branch, Airports Financial Assistance Division, Office of Airport Planning and Programming, APP-520, on (202) 267-8809.

SUPPLEMENTARY INFORMATION: Section 47105(f) of Title 49, United States Code, provides that the sponsor of each airport to which funds are apportioned shall

notify the Secretary by such time and in a form as prescribed by the Secretary, of the sponsor's intent to apply for the funds apportioned to it (entitlements). Notification of the sponsor's intent to apply during fiscal year 1999 for any of its entitlement funds including those unused from prior years, shall be in the form of a project application (SF 424) submitted to the cognizant FAA Airports office no later than March 1, 1999.

This notice is promulgated to expedite and prioritize grants prior to the March 30, 1999, AIP expiration date as established by Public Law 105-227 (the Omnibus Act). Absent an acceptable application by March 1, FAA will defer an airport's entitlement funds until the next fiscal year. Pursuant to the authority and limitations in section 47117(g), FAA will issue discretionary grants in an aggregate amount not to exceed the aggregate amount of deferred entitlement funds.

In prior fiscal years, FAA has had sufficient program flexibility to permit sponsors to provide notice later than the deadline date, or to use entitlement funds later in a fiscal year in spite of filing no notice to that effect. In FY 1999, however, FAA must make all discretionary grant awards prior to April 1, 1999, including discretionary grants of entitlement funds that are available to, but will not be used by, the airport sponsors to which they have been apportioned. Airport sponsors that fail to notify FAA by the deadline date that they intend to use all or a portion of their entitlement funds in FY 1999 may have access to those funds in FY 1999 after March 31, only if legislation is enacted prior to October 1, 1999, to authorize the AIP beyond March 31. This includes prior year entitlement funds that remain available to an airport sponsor only through fiscal year 1999. In all other cases, airport sponsors may request unused entitlements after September 30, 1999.

The FAA views the receipt of this notice from the sponsors of primary commercial service airports as particularly important this fiscal year. The ability to use the contract authority associated with unused entitlement funds on a discretionary basis during the current truncated program will allow FAA to obligate additional critically needed AIP funds by March 31. This abbreviated "year-end conversion" will result in more discretionary dollars for airport development. For these reasons, the FAA will rely heavily upon the extent to which responses to the required notice indicate the availability of unused entitlement funds for

discretionary use. Inasmuch as the FAA will be able to obligate these funds after March 31 as entitlements only with the enactment of follow-on authorizing legislation, sponsors are advised to give careful consideration to decisions related to the use of entitlement funds during fiscal year 1999.

Issued in Washington, DC, January 4, 1999.

Stan Lou,

Manager, Programming Branch.

[FR Doc. 99-733 Filed 1-12-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Emergency Evacuation Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss emergency evacuation issues.

DATES: The meeting will be held on January 28, 1999, at 10 a.m. Arrange for oral presentations by January 21, 1999.

ADDRESSES: The meeting will be held at Douglas Product Division of Boeing, Conference Room E, Building 800, Douglas Center Complex, corner of Lakewood Boulevard and Carson Street, Long Beach, CA.

FOR FURTHER INFORMATION CONTACT: Effie M. Upshaw, Office of Rulemaking, ARM-209, FAA, 800 Independence Avenue, SW, Washington, DC 20591, Telephone (202) 267-7626, FAX (202) 267-5075.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held on January 28, 1999, at Douglas Product Division of Boeing, Long Beach, CA.

The agenda will include:

- Opening remarks.
- Report on Performance Standards Working Group activities, including detailed discussion of notices of proposed rulemaking on slide lighting illumination and slide portability.

Attendance is open to the public, but will be limited to space available. The public must make arrangements by January 21, 1999, to present oral statements at the meeting. Written statements may be presented to the

committee any time by providing 25 copies to the Assistant Executive Director for Emergency Evacuation Issues or by providing copies at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on January 6, 1999.

Ida Klepper,

Acting Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 99-728 Filed 1-12-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Public Meeting and Availability of Draft Interim Safety Guidance for Reusable Launch Vehicle Operators

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting and availability of draft interim safety guidance for reusable launch vehicle (RLV) operators.

SUMMARY: The Associate Administrator for Commercial Space Transportation (AST) has developed a draft interim safety guidance for use by an applicant seeking a license to operate a reusable launch vehicle (RLV). The draft guidance is intended to assist an applicant in responding to public safety concerns of the agency associated with an application to conduct RLV operations.

The safety objectives presented in the draft interim safety guidance are not regulations. The draft guidance reflects the agency's general approach to ensuring public safety is not jeopardized as a result of new launch vehicle technology. Until the FAA issues regulations that address the unique safety aspects associated with reentry of reentry vehicles and RLV operations, the FAA will consider license applications for RLV launch and reentry on a case-by-case basis, taking into account the operational capability of a proposed vehicle. Development of a license application by an RLV operator is facilitated through consultation between the agency and the applicant to assure public safety issues are identified and adequately addressed by the applicant. To the extent appropriate,

existing licensing regulations will apply to applications to launch or reenter an RLV. However, for those unique safety aspects associated with RLV or reentry operations, the FAA is providing interim safety guidance that reflects public safety concerns of the FAA in evaluating a license applicant's capability to conduct safe launch and reentry operations.

The FAA is also preparing proposed rules of general applicability that would address licensing requirements for RLV operators. Public comment will be invited on the content of the notice of proposed rulemaking. You may comment now on the draft interim safety guidance and you may also comment on the notice of proposed rulemaking after it is published in the **Federal Register**.

The FAA will hold a public meeting for the purpose of gathering information from industry and the public generally concerning the safety objectives presented in the draft interim safety guidance. Please submit in writing any information that you would like to present to the FAA not later than 30 days after the public meeting, referencing Docket Number 29140 and addressed to the Rules Docket: Room 915G, 800 Independence Avenue, SW., Washington, DC 20591. The meeting is scheduled for February 11, 1999, from 9:00 a.m. to 1:00 p.m. at DOT Headquarters located in the Nassif Building, 400 7th Street, SW., Washington D.C. The meeting will be conducted in Room 3200. Visitors must enter through the southwest corner of the building. Copies of the interim safety guidance material are available by contacting the Office of the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW., Room 331, Washington, DC 20591 or visiting AST's web site at <http://ast.faa.gov/>.

FOR FURTHER INFORMATION CONTACT: Brian Campbell (AST-200), Office of the Associate Administrator for Commercial Space Transportation (AST), 800 Independence Avenue SW, Room 331, Washington, DC 20591, telephone (202) 267-8464.

Issued in Washington, DC on January 7, 1999.

Manuel F. Vega,

Acting Deputy Associate Administrator for Commercial Space Transportation.

[FR Doc. 99-732 Filed 1-12-99; 8:45 am]

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