

United States, via intermediate point(s), and any point or points in Argentina and Chile, and beyond. Polar also requests authority to integrate its operations under this certificate with all the services Polar is otherwise authorized to conduct pursuant to its exemption and certificate authorities consistent with applicable international agreements.

Dorothy W. Walker,
Federal Register Liaison.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Joint RTCA Special Committee 180 and Eurocae Working Group 46 Meeting; Design Assurance Guidance for Airborne Electronic Hardware

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a joint RTCA Special Committee 180 and EUROCAE Working Group 46 meeting to be held January 11-13, 2000, starting at 8:30 a.m. on January 11. The meeting will be held at RTCA, 1140 Connecticut Avenue NW., Suite 1020, Washington, DC.

The agenda will be as follows: (1) Chairman's Introductory Remarks; (2) Review and Approval of Meeting Agenda; (3) Review and Approval of Minutes of Previous Joint Meeting; (4) Editorial Team Meeting Report; (5) Leadership Team Meeting Report; (6) Review Action Items; (7) Plenary Disposition of Document Comments; (8) Special Committee 190 Committee Activity Report; (9) Other Business; (10) Formal approval of text of documents; (11) Closing.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC, 20036; (202) 833-9339 (phone); (202) 833-9434 (fax); or <http://www.rtca.org> (web site). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on November 4, 1999.

Jane P. Caldwell,
Designated Official.

[FR Doc. 99-29312 Filed 11-8-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

Environmental Impact Statement: Daggett county, Utah

AGENCY: Federal Highway Administration (FHWA), DOT Bureau of Land Management, (BLM), DOI.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement and Amend the Diamond Mountain Resource Area Resource Management Plan.

SUMMARY: The FHWA and BLM are issuing this Notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed Browns Park Road Re-alignment and Paving Project proposed by Daggett County, Utah. This 26.9 km (16.8 miles) segment would connect from the currently paved portion of Browns Park Road that junctions with US Highway 191 in Utah to Colorado Route 318. The BLM, as a cooperating agency, under this Notice of Intent to Prepare an EIS, may amend the Diamond Mountain Resource Area Resource Management Plan (RMP) by adding a corridor for the proposed action.

AGENCY DECISIONS: In accordance with the National Environmental Policy Act of 1969, as amended, the FHWA must decide whether or not to proceed with the proposed project and under what terms, conditions, and stipulations. The BLM, which will assist in the preparation of the EIS, will decide whether to amend the RMP and provide a letter of consent to the FHWA under Interagency Agreement AA851-LA2-40.

FOR FURTHER INFORMATION CONTACT: Tom Allen, Environmental Engineer, Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118-1847, Telephone: (801) 963-0078 Ext. 229; Greg Searle, Utah Department of Transportation, Region 3 (801) 227-8058 and Duane De Paepe, Bureau of Land Management, Vernal Field Office, (435) 781-4400.

SUPPLEMENTARY INFORMATION: FHWA as lead agency, in cooperation with the Utah Department of Transportation (UDOT) will prepare an EIS to re-align and pave the existing Browns Park Road. The Vernal Field Office of the Bureau of Land Management will serve as a cooperating agency and will assist in preparation of the EIS and direct preparation of the plan amendment for

the Diamond Mountain Resource Area RMP. The plan amendment criteria would be the same as in the Diamond Mountain Resource Area RMP Record of Decision (Fall, 1994). The construction project would consist of upgrading and realigning portions of an existing county road that crosses 19.6 km of public land parcels administered by the BLM (12.2 miles), 6.9 km State of Utah lands (4.3 miles), as well as .5 km of land that is privately owned (.3 miles).

Currently, the Browns Park Road is unpaved, and characterized by rutted washboard surfaces and dust producing surface materials. Horizontal and vertical alignments on the existing roadway vary from good in the straight sections to poor on the steep and curving sections. Jesse Ewing Canyon has some extremely steep grades in the range of 14 to 17 percent. This makes travel very difficult during inclement weather and has proven to be very dangerous as evidenced by a traffic fatality in recent years. In addition to addressing these maintenance and safety concerns, Daggett County also considers it important to bring this road up to the standards of the adjoining highways.

The proposal is to pave the section of Daggett County road between Red Creek (T3N R23E Sec. 16) and the Colorado State line (T2N R25E Sec. 35), known as the Browns Park Road. This 26.9 km segment would be 9 m (29.5 feet) in width and have a design speed of 60 km/hr (38 mph). It would connect from the currently paved portion of Browns Park Road that junctions with US Highway 191 in Utah to Colorado Route 318, and provide improved access to recreational, agricultural, and commercial developments in the Green River and Flaming Gorge areas from Utah, Colorado and Wyoming.

The proposed project would generally follow the existing Browns Park Road alignment. However, there are two proposed courses around Jesse Ewing Canyon that would lengthen the road course to reduce grades and provide a safer route of travel.

The corridor width needed for construction would be expected to average about 30.5 m (100 feet). New disturbance associated with the realignment proposed in Jesse Ewing Canyon is expected to be approximately 12.1 hectares (30 acres). In addition, several construction equipment staging

(temporary use) areas and borrow sites would be required, and would be located along the road corridor (8.1 hectares [20 acres]). The overall disturbed area associated with this project is expected to be less than 60.7 hectares (150 acres).

The primary users of the Browns Park Road are agriculturists, recreationists, and residents in the area. The upgrade of the road would greatly improve travel conditions and safety, and would substantially reduce present maintenance costs for the road. It would also support the increased travel demands projected for the near future.

The alternative is no action which would leave the road in its present condition. Suggestions for other alternatives are welcome.

Letters describing the proposed project and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal.

Three public open house scoping meetings will be held, two in Utah (Dutch John and Vernal), and one in Craig, Colorado. The open houses will include displays explaining the project and a forum for commenting on the project. The meetings will be held as follows:

Craig, Colorado: December 1, 1999, 5:00 p.m. to 8:00 p.m., Craig City Hall, 300 West 4th Street, Council Meeting Room

Vernal, Utah: December 2, 1999, 5:00 p.m. to 8:00 p.m., Western Park, 302 East 200 South

Dutch John, Utah: December 3, 1999, 5:00 p.m. to 8:00 p.m., Dutch John Conference Hall

Written comments on the scope of this proposal will be accepted until December 27, 1999. Comments should be directed to Linda Matthews, JBR Environmental Consultants, Inc., 8160 South Highland Drive, Suite A-4, Sandy, Utah 84093. At least one public hearing will be held following release of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed project is addressed and any significant impacts are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed project and the EIS should be directed to Tom Allen, Environmental Engineer, Federal Highway Administration, 2520

West 4700 South, Suite 9A, Salt Lake City, Utah 84118-1847, Telephone: (801) 963-0078 Ext. 229.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Comments, including names and street addresses of respondents will be available for public review at the Utah Division of FHWA and at the BLM Vernal Field Office and will be subject to disclosure under the Freedom of Information Act (FOIA). They may be published as part of the Environmental Impact Statement and other related documents. Individual respondents may request confidentiality. If you wish to withhold your name or street address from public review and disclosure under the FOIA, you must state this prominently at the beginning of your written comment. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

Michael Ritchie,

Division Administrator, Utah Division, Federal Highway Administration, Salt Lake City, Utah.

Linda S. Colville,

BLM Acting Utah State Director, Salt Lake City, Utah.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Maritime Administration, DOT.
ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The nature of the information collection is described as well as its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published

on July 8, 1999, at 64 FR 36831. Three respondents submitted comments pertaining to the collection. These are reviewed later in this notice.

DATES: Comments must be submitted on or before December 9, 1999.

FOR FURTHER INFORMATION CONTACT: Michael Hokana, Office of Ports and Domestic Shipping, Maritime Administration, 400 7th Street, SW, Washington, DC 20590, Telephone 202-366-0760, or FAX 202-366-6988. Copies of this collection can also be obtained from that office.

SUPPLEMENTARY INFORMATION:

Maritime Administration (MARAD)

Title: Application for Waiver of the Coastwise Trade Laws for Small Passenger Vessels.

OMB Control Number: 2133-NEW.

Type of Request: Approval of a new request.

Affected Public: Small passenger vessel owners desirous of operating in the coastwise trade.

Form(s): None.

Abstract: Owners of ship vessels desiring waiver of the coastwise trade laws affecting small passenger vessels will be required to file a written application and justification for waiver to the Maritime Administration (MARAD). The agency will review the application and make a determination whether to grant the requested waiver.

Annual Estimated Burden Hours: 100 hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW, Washington, DC 20503, Attention MARAD Desk Officer.

Comments Are Invited on

Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility; the accuracy of the agency's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication.

Comments Received in Response to 60-Day Comment Period

On July 8, 1999, a notice was published in the **Federal Register**, 64 FR