

conduct an open meeting on Wednesday, March 24, 1999, at 9:30 AM, in room 6103 at U.S. Coast Guard Headquarters, 2100 Second Street, S.W., Washington, DC 20593. The purpose of the meeting will be to discuss the outcome of the Forty-third Session of the International Maritime Organization's Subcommittee on Fire Protection, held January 11-15, 1999. In addition, preparations for the next session will also be discussed at the meeting.

The meeting will focus on proposed amendments to the 1974 SOLAS Convention for the fire safety of commercial vessels. Specific discussion areas include: Comprehensive review of SOLAS Chapter II-2, ro-ro ferry safety, passenger vessel evacuation analysis, revision of the fire safety aspects of the IMO High Speed Craft Code, fire fighting systems in machinery and other spaces, role of the human element, prohibition of PFCs in shipboard fire-extinguishing systems, smoke control and ventilation and fire test procedures.

Although the meeting will focus primarily on the outcome of the previous session, preparations and plans for the next session will also be discussed. This offers the opportunity for members of the public to be involved early in the standards development process. Members of the public wishing to make a statement on new issues or proposals at the meeting are requested to submit a brief summary to the U. S. Coast Guard five days prior to the meeting.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may obtain more information regarding the meeting of the SOLAS Working Group on Fire Protection by writing: Office of Design and Engineering Standards, Commandant (G-MSE-4), U.S. Coast Guard, 2100 Second St., S.W., Washington, DC 20593, by calling: LT Kevin Kiefer at (202) 267-1444, or by visiting the following World Wide Website: <http://www.uscg.mil/hq/g-m/mse4/stdimofp.htm>.

Dated: February 26, 1999.

Stephen M. Miller,

Executive Secretary, Shipping Coordinating Committee.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 159; Minimum Operational Performance Standards for Airborne Navigation Equipment Using Global Positioning System (GPS)

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 Special Committee 159 meeting to be held March 15-19, 1999, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, NW., Washington, DC 20036.

The agenda will be as follows:

Specific Working Group Sessions:
 March 15: 1:30-5:00 p.m., Working Group (WG)-1, Third Civil Frequency; all day, WG-2C, GPS/Inertial. March 16: 9:00 a.m.-12:00 noon, Joint WG-2, WAAS, and WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Signal Quality Monitoring; 1:30-4:30 p.m., WG-2, WAAS; WG-4A, Precision Landing Guidance (LAAS CAT I/II/III). March 17: WG2, WAAS; WG-4A, Precision Landing Guidance (LAAS CAT I/II/III); WG-6, Interference. March 18: 9:00 a.m.-12:00 noon, Joint WG-2, WAAS, and WG-4A, Precision Landing Guidance (LAAS CAT I/II/III), Test Procedures; 1:30-4:30 p.m., Plenary Session: (1) Chairman's Introductory Remarks; (2) Review/Approval of Minutes of Previous Meeting; (3) Review WG Progress and Identify Issues for Resolution: (a) GPS/Second Civil Frequency (WG-1); (b) GPS/WAAS (WG-2); (c) GPS/GLONASS (WG-2A); (d) GPS/Inertial (WG-2C); (e) GPS/Precision Landing Guidance and Airport Surface Surveillance (WG-4A & WG-4B); (f) GPS/Interference (WG-6); (4) Review of EUROCAE Activities; (5) Assignment/Review of Future Work; (6) Other Business; (7) Date and Location of Next Meeting. March 19: 9:00 a.m.-12:00 noon, WG-4A, Precision Landing Guidance (LAAS CAT I/II/III).

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 Mr. Harold Moses, RTCA Program Director, at (202) 833-9339 (phone), (202) 833-8434 (fax), or hmoses@rtca.org (electronic mail). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 1, 1999.

Janice L. Peters,

Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Rock, Jefferson and Dodge Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed highway improvement of State Trunk Highway (STH) 26 from the vicinity to Janesville to STH 60 (East) north of Watertown in Rock, Jefferson and Dodge Counties, Wisconsin.

FOR FURTHER INFORMATION CONTACT: Mr. Richard C. Madrzak, Field Operations Engineer, Federal Highway Administration, 567 D'Onfrío Drive, Madison, Wisconsin 53719-2814. Telephone (608) 829-7510.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare an Environmental Impact Statement to improve highway 26 as an ultimate four lane roadway from Interstate 90 near Janesville to highway 60 (East) north of Watertown a distance of about 77.2 km (48 mi).

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. Highway 26 in Rock, Jefferson and Dodge Counties is classified as a principle arterial. Truck volume on the route is high. All the highway 26 traffic passes through the communities of Milton, Jefferson, Johnson Creek and Watertown, which contributes to congestion and traffic related impacts within those communities.

Planning, environmental and engineering studies are underway to develop transportation alternatives. The EIS will assess the environmental impacts of alternatives including (1) no-build, (2) improvements along the existing rural corridor, with possible relocated alignments along portions of the route, and (3) bypass corridors around Milton, Jefferson, and Watertown. The City of Fort Atkinson is presently bypassed with a two-lane