

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.*

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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