

communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Section, 450 Fifth Street, NW, Washington, DC 20549. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organization. All submissions should refer to the file number in the caption above and should be submitted by December 27, 1999.

*It Is Therefore ordered*, pursuant to Section 19(b)(2) of the Act, that the proposed rule change (File No. SR-OCC-99-13) be, and hereby is, approved on an accelerated basis.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.

**Jonathan Katz,**  
*Secretary.*

[FR Doc. 99-31392 Filed 12-2-99; 8:45 am]

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## DEPARTMENT OF STATE

[Notice No. 3165]

### Shipping Coordinating Committee, Subcommittee on Ship Design and Equipment; Meeting Notice

The Shipping Coordinating Committee will conduct an open meeting at 1:00 pm on Tuesday, December 7, 1999, in Room 6103, at U.S. Coast Guard Headquarters, 2100 2nd Street, SW, Washington, DC 20593-0001. The purpose of the meeting is to prepare for the forty-third session of the Subcommittee on Ship Design and Equipment of the International Maritime Organization (IMO) which is scheduled for April 10-14, 2000, at IMO Headquarters in London, England.

Among other things, items of particular interest are: revision of the High Speed Craft Code; revision of resolutions MEPC.60(33) and A.586(14) regarding pollution prevention equipment; safety of passenger submersible craft; asbestos-related problems on board ships; casualty analysis; development of guidelines for ships operating in ice-covered waters; developments on requirements for wing-in-ground craft; low-powered radio homing devices for liferafts on ro-ro passenger ships; international approval procedures for life-saving appliances; improved thermal protection; amendments to resolution A.744(18)

regarding guidelines on the enhanced program of inspections during surveys of bulk carriers and oil tankers; and guidelines under MARPOL Annex VI on prevention of air pollution from ships.

IMO works to develop international agreements, guidelines, and standards for the marine industry. In most cases, these form the basis for class society rules and national standards/regulations. Such an open meeting supports the U.S. Representative to the IMO Subcommittee in developing the U.S. position on those issues raised at the IMO Subcommittee meetings. This open meeting serves as an excellent forum for the public to express their ideas and participate in the international rulemaking process. All members of the public are encouraged to attend or send representatives to participate in the development of U.S. positions on those issues affecting your maritime industry and remain abreast of all activities ongoing within the IMO.

Members of the public may attend this meeting up to the seating capacity of the room. Interested persons may seek information by writing: Mr. Wayne Lundy, U.S. Coast Guard Headquarters, Commandant (G-MSE-3), 2100 2nd Street, SW, Washington, DC 20593-0001 or by calling: (202) 267-2206.

Dated: November 30, 1999.

**Stephen M. Miller,**  
*Executive Secretary, Shipping Coordinating Committee.*

[FR Doc. 99-31550 Filed 12-2-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

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

**ACTION:** Notice.

**SUMMARY:** The FAA has determined that the minimum percentage rate for drug testing for the period January 1, 2000, through December 31, 2000, will remain at 25 percent of covered aviation employees for random drug testing and will remain at 10 percent of covered aviation employees for random alcohol testing.

**FOR FURTHER INFORMATION CONTACT:** Ms. Patrice M. Kelly, Office of Aviation Medicine, Drug Abatement Division, Program Analysis Branch (AAM-810), Federal Aviation Administration, 800

Independence Avenue SW, Washington, DC 20591; telephone (202) 267-8976.

#### SUPPLEMENTARY INFORMATION:

#### Administrator's Determination of 1999 Random Drug and Alcohol Testing Rates

In final rules published in the **Federal Register** on February 15, and December 2, 1994 (59 FR 7380 and 62218, respectively), the FAA announced that it will set future minimum annual percentage rates for random alcohol and drug testing for aviation industry employers according to the results which the employers experience conducting random alcohol and drug testing during each calendar year. The rules set forth the formula for calculating an annual aviation industry "violation rate" for random alcohol testing and an annual aviation industry "positive rate" for random drug testing. The "violation rate" for random alcohol tests means the number of covered employees found during random tests given under 14 CFR part 121, appendix J to have an alcohol concentration of 0.04 or greater plus the number of employees who refused a random alcohol test, divided by the total reported number of employees given random alcohol tests plus the total reported number of employees who refused a random test. The "positive rate" means the number of positive results for random drug tests conducted under 14 CFR part 121, appendix I plus the number of refusals to take random drug tests, divided by the total number of random drug tests plus the number of refusals to take random drug tests. The violation rate and the positive rate are calculated using information required to be submitted to the FAA by specified aviation industry employers as part of an FAA Management Information System (MIS) and form the basis for maintaining or adjusting the minimum annual percentage rates for random alcohol and drug testing as indicated in the following paragraphs.

When the annual percentage rate for random alcohol testing is 25 percent or more, the FAA Administrator may lower the rate to 10 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that the violation rate is less than 0.5 percent.

When the minimum annual percentage rate for random alcohol testing is 50 percent, the FAA Administrator may lower the rate to 25 percent if data received under the MIS reporting requirements for two consecutive calendar years indicate that