

**DATES:** Comments must be received on or before April 16, 1999.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Avionics Systems Branch, AIR-130, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue, SW., Washington, DC 20591. Comments must identify the TSO file number.

**FOR FURTHER INFORMATION CONTACT:** Ms. Michelle Swearingen, Avionics Systems Branch, AIR-130, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, (202) 267-3817, FAX No. (202) 493-5173.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 815, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, D.C. 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director, Aircraft Certification Service before issuing the final TSO.

**Background**

The Wide Area Augmentation System (WAAS) is an augmentation to GPS that calculates GPS integrity and correction data on the ground and uses geostationary satellites to broadcast GPS integrity and correction data to GPS/WAAS users and to provide ranging signals. It is a safety critical system consisting of a ground network of reference and integrity monitor data processing sites to assess current GPS performance, as well as a space segment which broadcasts that assessment to Global Navigation Satellite System users to support enroute through precision approach navigation. Users of the system include all aircraft applying the WAAS data and ranging signal.

Wide area reference stations and integrity monitors are widely dispersed data collection sites that contain GPS/

WAAS ranging receivers which monitor all signals from the GPS, as well as the WAAS geostationary satellites. The reference stations collect measurements from the GPS and WAAS satellites so that differential corrections, ionospheric delay information, GPS/WAAS accuracy, WAAS network time, GPS time, and UTC can be determined. The standards of this TSO apply to equipment designed to accept a desired flight path and provide deviation commands referenced to that path. These deviations will be used by the pilot or autopilot to guide the aircraft.

**How To Obtain Copies**

A copy of the proposed TSO-C146 may be obtained via Internet (<http://www.faa.gov/avr/air/100home.htm>) or on request from the office listed under **FOR FURTHER INFORMATION CONTACT**. RTCA Document No. 229A, "Minimum Operational Performance Standards for Global Positioning System/Wide Area Augmentation System Equipment," dated June 8, 1998, RTCA Document No. DO-160D, "Environmental Conditions and Test Procedures for Airborne Equipment," dated July 29, 1997; and RTCA Document No. DO-178B, "Software Considerations in Airborne Systems and Equipment Certification," dated December 1, 1992, RTCA Documents No. DO-200A, "Standards for Processing Aeronautical Data," may be purchased from the RTCA Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, D.C. 22036.

Copies of the RTCA documents may be inspected at the FAA at the location listed under **ADDRESSES**. However, RTCA documents are copyrighted and may not be copied without the written consent of RTCA, Inc.

Issued in Washington, DC, on January 28, 1999.

**James C. Jones,**

*Manager, Aircraft Engineering Division,  
Aircraft Certification Service.*

[FR Doc. 99-2503 Filed 2-2-99; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Safety Performance Standards Program Meeting**

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of NHTSA Rulemaking Status Meeting.

**SUMMARY:** This notice announces a public meeting at which NHTSA will answer questions from the public and the automobile industry regarding the agency's vehicle regulatory program.

**DATES:** The Agency's regular, quarterly public meeting relating to its vehicle regulatory program will be held on Thursday, March 18, 1999, beginning at 9:45 a.m. and ending at approximately 12:30 p.m., at the Clarion Hotel, Romulus, MI. Questions relating to the vehicle regulatory program must be submitted in writing with a diskette (Wordperfect) by Thursday, February 22, 1999, to the address shown below or by e-mail. If sufficient time is available, questions received after February 22 may be answered at the meeting. The individual, group or company submitting a question(s) does not have to be present for the question(s) to be answered. A consolidated list of the questions submitted by February 22, 1999, and the issuers to be discussed, will be posted on NHTSA's web site ([www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)) by Monday, March 15, 1999, and will be available at the meeting. The next NHTSA vehicle regulatory program meeting will take place on Wednesday, June 16, 1999 at the Clarion Hotel, Romulus, MI.

**ADDRESSES:** Questions for the March 18, NHTSA Rulemaking Status Meeting relating to the agency's vehicle regulatory program, should be submitted to Delia Lopez, NPS-01, National Highway Traffic Safety Administration, Room 5401, 400 Seventh Street, SW., Washington, DC 20590, FAX Number 202-366-4329, e-mail [dlopez@nhtsa.dot.gov](mailto:dlopez@nhtsa.dot.gov). The meeting will be held at the Clarion Hotel 9191 Wickham Road, Romulus, MI.

**FOR FURTHER INFORMATION CONTACT:** Delia Lopez, (202) 366-1810.

**SUPPLEMENTARY INFORMATION:** NHTSA holds a regular, quarterly meeting to answer questions from the public and the regulated industries regarding the agency's vehicle regulatory program. Questions on aspects of the agency's research and development activities that relate directly to ongoing regulatory actions should be submitted, as in the past, to the agency's Safety Performance Standards Office. The purpose of this meeting is to focus on those phases of NHTSA activities which are technical, interpretative or procedural in nature. Transcripts of these meetings will be available for public inspection in the DOT Docket in Washington, DC, within four weeks after the meeting. Copies of the transcript will then be available at ten cents a page, (length has varied from 100 to 150 pages) upon request to DOT Docket, Room PL-401, 400 Seventh

Street, SW., Washington, DC 20590. The DOT Docket is open to the public from 10:00 a.m. to 5:00 p.m. Questions to be answered at the quarterly meeting should be organized by categories to help us process the questions into an agenda form more efficiently. Sample format:

- I. Rulemaking
  - A. Crash avoidance
  - B. Crashworthiness
  - C. Other Rulemakings
- II. Consumer Information
- III. Miscellaneous

NHTSA will provide auxiliary aids to participants as necessary. Any person desiring assistance of "auxiliary aids" (e.g., sign-language interpreter, telecommunications devices for deaf persons (TDDs), readers, taped texts, brailled materials, or large print materials and/or a magnifying device), please contact Delia Lopez on (202) 366-1810, by COB February 22, 1999.

Issued: January 26, 1999.

**L. Robert Shelton,**

Associate Administrator for Safety Performance Standards.

[FR Doc. 99-2530 Filed 2-2-99; 8:45am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Finance Docket No. 30186 (Sub-No. 3)]

#### Tongue River Railroad Company, Construction and Operation of the Western Alignment in Rosebud and Big Horn Counties, Montana

AGENCY: Surface Transportation Board, DOT.

ACTION: Final scope of the Supplement.

**SUMMARY:** On April 27, 1998, the Tongue River Railroad Company (TRRC) filed an application with the Surface Transportation Board (Board) under U.S.C. 10901 and 49 CFR 1150.1 through 1150.10 seeking authority to construct and operate a 17.3-mile line of railroad in Rosebud and Big Horn Counties, Montana, known as the "Western Alignment." The line that is the subject of this application is an alternative routing for the portion of the 41-mile Ashland to Decker, Montana rail line that was approved by the Board on November 8, 1996 in Finance Docket No. 30186 (Sub-No. 2), referred to as the "Four Mile Creek Alternative."

On July 10, 1998, the Board's Section of Environmental Analysis (SEA) served as Notice of Intent to prepare a Supplement to the Final Environmental Impact Statement in Finance Docket No. 30186 (Sub-No. 2) (Supplement) to

evaluate and consider the potential environmental impacts that might result from the construction and operation of the Western Alignment, and requested comments on the scope of the Supplement. SEA reviewed and considered all of the comments in preparing the final scope of the Supplement, which is discussed below.

**FOR FURTHER INFORMATION CONTACT:** Dana White, (202) 565-1552 (TDD for the hearing impaired: (202) 565-1695).

**SUPPLEMENTARY INFORMATION:**

**Proposed Action and Background**

On April 27, 1998, TRRC filed an application with the Board in Finance Docket No. 30186 (Sub-No. 3) seeking authority to construct and operate a 17.3-mile line of railroad in Rosebud and Big Horn Counties, Montana (MT), known as the Western Alignment and subsequently referred to as *Tongue River III*. The line that is the subject of this application is an alternative routing for the southernmost portion of the 41-mile Ashland to Decker, MT rail line that was approved by the Board on November 8, 1996 in Finance Docket No. 30186 (Sub-No. 2), via the Four Mile Creek Alternative and subsequently referred to as *Tongue River II*.<sup>1</sup>

The TRRC rail line project has been considered by the Board in two separate proceedings. In its original application filed in 1983, TRRC sought approval from the Interstate Commerce Commission (ICC, the Board's predecessor agency) to construct and operate 89 miles of railroad between Miles City, MT and two termini located near Ashland, MT in Finance Docket No. 30186 (Sub-No. 1), and subsequently referred to as *Tongue River I*. In a decision served May 9, 1986, the ICC approved *Tongue River I*. TRRC then sought in *Tongue River II*, approval to extend the line another 41 miles from Ashland to Decker, MT. As discussed above, the Board approved *Tongue River II*, via the Four Mile Creek Alternative, in November 1996.

The ICC/Board's environmental staff, now the Section of Environmental Analysis (SEA), prepared environmental impact statements (EIS) for both *Tongue River I* and *Tongue River II*.<sup>2</sup> TRRC has

<sup>1</sup> Petitions for review of *Tongue River II* are pending in the Ninth Circuit. These cases are being held in abeyance until this case is decided.

<sup>2</sup> In *Tongue River I, Tongue River Railroad Company—Rail Construction And Operation—In Custer, Powder River, And Rosebud Counties, Montana*, Finance Docket No. 30186 (Miles City to Ashland), the Draft Environmental Impact Statement was served July 15, 1983; the Supplement to the Draft Environmental Impact Statement was served January 19, 1984; and the Final Environmental Impact Statement was served August 23, 1985. In *Tongue River II, Tongue River*

reported to the Board that it has conducted various preconstruction activities on both segments but actual construction has not yet begun.

In *Tongue River I* and *Tongue River II*, the Board determined that the public convenience and necessity required or permitted TRRC's proposed rail line construction and operation, in accordance with former 49 U.S.C. 10901, and the Board does not intend to reopen the merits of the authority granted in these proceedings. The action proposed to be taken here is predicated on TRRC's proposed change to its previously approved construction authorizations, which necessitates SEA's review of associated potential environmental impacts and a subsequent decision by the Board as to whether the proposed Western Alignment satisfies the criteria of current 49 U.S.C. 10901.

**Environmental Review Process**

On July 10, 1998, the Board served a Notice of Intent (NOI) to prepare a Supplement to the Final EIS (Supplement) in *Tongue River III* to consider the potential environmental impacts of the proposed Western Alignment. The NOI also sought comments on the scope of the Supplement from TRRC and all interested persons, and specifically requested comments on whether the analysis of the Supplement should be limited to the Western Alignment. SEA received 34 comments from Federal, state, and local agencies, as well as TRRC, individual property owners, and community representatives. SEA has prepared this scope for the Supplement based on a careful review of all the comments to the NOI, consultations with appropriate Federal and state agencies, and review of the environmental documents and studies previously prepared in *Tongue River I* and *Tongue River II*. Assisting in the preparation of the Supplement is SEA's independent third-party contractor, Public Affairs Management of San Francisco, CA.

The scope of this Supplement in *Tongue River III* has been developed in consultation with three agencies that have requested cooperating agency status: (1) the U.S. Army Corps of Engineers (Corps); (2) U.S. Department

*Railroad Company—Rail Construction and Operation Of An Additional Rail line From Ashland To Decker, Montana*, Finance Docket No. 30186 (Sub-No. 2), the Draft Environmental Impact Statement was served July 17, 1992; the Supplement to the Draft Environmental Impact Statement was served March 17, 1994; and the Final Environmental Impact Statement was served April 11, 1996.