

Alternative C, call for a Supplemental Program Environmental Assessment to consider any environmental impacts that were previously not taken into account.

Supplemental Programmatic Environmental Assessment

Pursuant to the National Environmental Policy Act (NEPA) of 1969, and the President's Council on Environmental Quality Regulations (40 CFR parts 1500–1508), we intend to prepare a Supplemental Program Environmental Assessment for the National Distress and Response System Modernization Project.

Information, data, and comments obtained throughout the course of the Scoping process may be used in the preparation of the SPEA. The purpose of this notice of intent is to inform the public, local, State, and Federal government agencies that a Supplemental PEA will be prepared.

In addition, the SPEA will provide those interested with an opportunity to present their comments, information, or other relevant observations concerning alternatives and potential environmental impacts relating to the deployment and installation of the NDRSMP. Alternatives under consideration include: (1) Taking no action; (2) deployment to existing antenna tower sites; (3) leasing antenna space on an existing tower; and (4) new construction of a tower site.

Our efforts to coordinate with appropriate Federal, State and local agencies, and private organizations and citizens who have expressed interest in this proposal will continue. The SPEA will be made available for public and agency review and comment. To ensure that the full range of issues related to the proposed action are addressed and that all significant issues are identified, we invite your comments and suggestions.

Dated: May 17, 2002.

C.D. Wurster,

RADM, U.S. Coast Guard, Assistant Commandant for Acquisitions.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Forum in Capabilities of the Global Positioning System (GPS) Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS)

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of meeting.

Name: FAA SOIT Forum on GPS/WAAS/LAAS Capabilities.

Time and Date: 9 a.m.–5 p.m., June 3–4, 2002.

Place: Holiday Inn Fair Oaks Hotel, 11787 Lee Jackson Memorial Hwy, Fairfax, Virginia 22033.

Status: Open to the aviation industry with attendance limited to space available.

Purpose: The FAA SOIT will be hosting a public forum to discuss the FAA's GPS approvals and WAAS/LAAS operational implementation plans. This meeting will be held in conjunction with a regularly scheduled meeting of the FAA SOIT and in response to aviation industry requests to the FAA Administrator. Formal presentations by the FAA will be followed by question and answer sessions. Those planning to attend are invited to submit proposed discussion topics.

Registration: Participants are requested to register their intent to attend this meeting by May 31, 2002. Names, affiliations, email addresses, telephone and facsimile numbers should be sent to the point of contact listed below.

Point of Contact: Registration and submission of suggested discussion topics may be made to Mr. Steven Albers, phone (202) 267–7301, fax (202) 267–5086, or email at steven.CTR.albers@faa.gov.

Issued in Washington DC on May 3, 2002.

Hank Cabler,

SOIT Co-Chairman.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2002–12317]

Notice of Receipt of Petition for Decision that Nonconforming 1997–2000 Mercedes Benz SL Class (W129) Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1997–2000 Mercedes Benz SL Class (W129) passenger cars are eligible for importation.

SUMMARY: This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1997–2000 Mercedes Benz SL Class (W129) passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is June 24, 2002.

ADDRESS: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL–401, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9 am to 5 pm].

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202–366–5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to