

ACTION: Notice of RTCA Special Committee 189/EUROCAE Working Group 53 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 189/EUROCAE Working Group 53: Air Traffic Services (ATS) Safety and Interoperability Requirements.

DATES: The meeting will be held June 23–27, 2003 starting at 9 a.m.

ADDRESSES: The meeting will be held at the Honeywell Learning Center, 14980 NE 31st Circle, Redmond, WA 98052

FOR FURTHER INFORMATION CONTACT: (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site <http://www.rica.org>; (2) Honeywell Contact, Christophe Hamel; telephone 536–886–8336; fax 602–436–5575; e-mail christophe.hamel@Honeywell.com.

SUPPLEMENTARY INFORMATION: 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 189/EUROCAE Working Group 53 meeting. The agenda will include:

- June 23:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review/Approval of Meeting Agenda, Review/Approval of Meeting Minutes)
 - Sub-group and related reports; Position papers planned for plenary agreement; SC–189/WG–53 co-chair progress report
- June 24–26:
 - Sub-group Meetings
 - Review and resolve comments on PU–26 V3.0, Safety and Performance Requirements Standard for Initial Air Traffic Data Link Services in Continental Airspace (SPR IC)
 - Continue work on Safety and Performance Requirements Standard for Initial Air Traffic Data Link Services in Oceanic Airspace (SPR IO)
 - Continue Interoperability Work
- June 27:
 - Closing Plenary Session (Welcome and Introductory Remarks, Review/Approval of Meeting Agenda)
 - Sub-group and related reports; Position papers planned for plenary agreement; SC–189/WG–53 co-chair progress report and wrap-up

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 person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on May 28, 2003.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 03–14164 Filed 6–4–03; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, CA

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 1st Street Bridge Widening and Road Realignment project in the city and county of Los Angeles, California in accordance with the National Environmental Policy Act of 1969 (NEPA).

FOR FURTHER INFORMATION CONTACT: Cesar Perez, Senior Transportation Engineer, Federal Highway Administration, 980 Ninth St., Suite 400, Sacramento, CA, Telephone: (916) 498–5860.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with Caltrans, will prepare an EIS on a proposal to widen the 1st Street Bridge and realign 1st Street in the city and county of Los Angeles, California. The proposed improvements would involve construction over the Los Angeles River between Vignes Street and Clarence Street for a distance of approximately 1.25 miles (1.6 kilometers).

The study will determine the type of facility required to meet the transportation needs of this traffic corridor. Existing and proposed industrial, commercial and residential development along the 1st Street corridor is expected to induce traffic demand in excess of the capacity of the existing east-west transportation corridor. The proposed EIS will discuss the sufficiency rating of the bridge in terms of its functional serviceability and the realignment 1st Street to accommodate construction of the Metropolitan Transportation Authority

(MTA) Los Angeles Eastside Corridor Light Rail Transit (LRT) line in the median, while maintaining the existing four traffic lanes and adding shoulders on the bridge. Also included in the proposal is the realignment and lowering of local streets at Santa Fe Avenue and Myers Street meet vertical and horizontal clearance requirements. Alternatives under consideration include (1) no-build; (2) widen bridge on the north side; and (3) construct a separate structure on the north side of existing bridge.

The public information program and project development team meetings will continue throughout the design and environmental process. There will be ongoing project development team meetings that involve concerned parties such as the city of Los Angeles and the Metropolitan Transportation Agency (MTA). The draft EIS will be available for public and agency review and comment. A public hearing will be held to discuss alternatives and impacts of the proposed action. Public notice will be given for the time and place of the public hearing. To ensure that the full range of issues related to this proposed action are addressed and all significant concerns are identified, comments and are invited from all interested parties. Comments or questions about this proposed action and the EIS should be directed to FHWA at the address indicated herein.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued: May 30, 2003.

Cesar E. Perez,

Senior Transportation Engineer.

[FR Doc. 03–14137 Filed 6–4–03; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Nicollet, MN

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 proposed highway improvements to Trunk Highway (TH) 14 from State Highway 15, just east of New Ulm, to County Road 6 near North

Mankato, a distance of approximately 22 miles, in Nicollet County, Minnesota.

FOR FURTHER INFORMATION CONTACT:

Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Mark Scheidel, Project Manager, Minnesota Department of Transportation—District 7, 501 South Victory Drive, PO Box 4039, Mankato, Minnesota 56002-4039, Telephone (507) 389-6149; (800) 627-3529 TTY.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (Mn/DOT), will prepare an EIS on a proposal to reconstruct TH 14 from State Highway 15, just east of New Ulm, to County Road 6 near North Mankato, a distance of approximately 22 miles, in Nicollet County, Minnesota. The proposed action is being considered to address future transportation demand, safety problems, and geometric design issues. The EIS will evaluate the social, economic, transportation and environmental impacts of alternatives, including: (1) No-Build and (2) variations of four-lane urban design and four-lane rural design “Build” alternatives involving reconstruction and capacity expansion of TH 14 along the existing highway corridor, including individual or combined bypass alignments north of Courtland and south of Nicollet.

The “Trunk Highway 14 West Interregional Corridor North Mankato to New Ulm Scoping Document/Draft Scoping Decision Document” was published in March 2003. A press release was published to inform the public of the document’s availability. Copies of the scoping document were distributed to agencies, interested persons and libraries for review to aid in identifying issues and analyses to be contained in the EIS. A thirty-day comment period for review of the document was provided to afford an opportunity for all interested persons, agencies and groups to comment on the proposed action. A public scoping meeting was also held during the comment period. Public notice was given for the time and place of the meeting. The scoping comment period closed on May 2, 2003. At the time of publication of the scoping document, there was uncertainty as to the immediate completion of an EIS for this project due to a lack of funding. However, funding has been identified and, therefore, a Draft EIS will be prepared based on the outcome of and closely following the scoping process. The Draft EIS will be available for

agency and public review and comment. In addition, a public hearing will be held following completion of the Draft EIS. Public Notice will be given for the time and place of the public hearing on the Draft EIS. Coordination has been initiated and will continue with appropriate Federal, State and local agencies and private organizations and citizens who have previously expressed or are known to have an interest in the proposed action. To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: May 27, 2003.

Stanley M. Graczyk,

Project Development Engineer, Federal Highway Administration, St. Paul, Minnesota.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 2003-15154; Notice 1]

General Motors North America, Receipt of Application for a Decision of Inconsequential Noncompliance

General Motors North America (GM), has determined that certain 2003 model year Silverado/Sierra pickup trucks, Tahoe/Suburban/Escalade sport utility vehicles, and Savanna/Express vans do not comply with either S5.3.3(a) of Federal Motor Vehicle Safety Standard (FMVSS) No. 105, or S5.5.3 of FMVSS No. 135, whichever standard is applicable based on gross vehicle weight rating.

Pursuant to 49 U.S.C. 30118(d) and 30120(h), GM has petitioned for a determination that the noncompliance is inconsequential to motor vehicle safety and has filed an appropriate report pursuant to 49 CFR 573, “Defect and Noncompliance Reports.”

This notice of receipt of an application is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other

exercise of judgment concerning the merits of the application.

A total of approximately 251,000 vehicles are involved. Specifically, the red “BRAKE” telltale, if illuminated, will be extinguished for the duration of an Antilock Brake System (ABS) activation event that involves the front wheels. Stated briefly, the “BRAKE” telltale will not be illuminated while ABS is modulating the front brakes.

GM considers the momentary deactivation of the “BRAKE” telltale while ABS is cycling to be inconsequential to motor vehicle safety for the following reasons:

The owner’s manual of the noncompliant vehicles includes the following text regarding the “BRAKE” telltale:

If the light comes on while you are driving, pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, have the vehicle towed for service.

The instructions and caution are intended to prompt drivers to take immediate corrective action when the “BRAKE” telltale is illuminated, thereby minimizing any likelihood that the vehicle will experience ABS cycling subsequent to initial illumination of the telltale.

S5.3.4 of FMVSS 105 allows the subject “BRAKE” telltale to be “steady burning or flashing.” The corresponding language in S5.5.4 of FMVSS 135 is “continuous or flashing”. This explicit regulatory allowance for flashing demonstrates that momentary absence of telltale illumination is not per se a safety issue.

The “BRAKE” and “ABS” telltales on the subject vehicles otherwise comply with all applicable provisions of S5.3 of FMVSS 105 and S5.5 of FMVSS 135. The noncompliance is limited in scope to the single word “whenever” in S5.3.3(a) of FMVSS 105 or S5.5.3 of FMVSS 135. GM is not aware of any crashes, injuries, owner complaints or field reports related to this condition.

Interested persons are invited to submit written data, views, and arguments on the application described above. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted to: U.S. Department of Transportation, Docket Management, Room PL-401, 400 Seventh Street, SW., Washington, DC, 20590. It is requested, but not required, that two copies of the comments be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. Comments may be submitted electronically by logging onto