

in revised form by a later notice in the **Federal Register**.

### Background

As required by Congress, the Coast Guard is preparing to install the equipment necessary to implement DGPS service in the northeastern United States. DGPS uses a new radionavigation technique that improves upon the 100-meter accuracy of the existing Global Positioning System to provide an accuracy of 8 to 20 meters. For vessels, this degree of accuracy is crucial for precise electronic navigation in harbors and their approaches: It will reduce the number of groundings, collisions, personal injuries, fatalities, and spills of hazardous cargo resulting from such incidents.

After extensive study, the Coast Guard has chosen a site at Naval Air Station (NAS) Brunswick, Maine, instead of the originally planned site at Bass Harbor Lighthouse, Maine, as a site for installation of DGPS equipment. Significant concerns had been raised about installing the equipment at Bass Harbor Lighthouse with regard to the impact on people visiting the adjacent Acadia National Park and to the scenic value of the Lighthouse itself. But DGPS signals will be transmitted in the marine-radiobeacon frequency band—283.5 to 325 KHz—using less than 25 watts' effective radiated power. Signals transmitted at these low frequencies and this low power have not been found harmful even to the immediate environment.

### Proposed Installation at NAS Brunswick

(a) Site—NAS Brunswick, near the town of Brunswick, already accommodates radio antennas and other electronic equipment.

(b) Radiobeacon antenna—The Coast Guard will install a 90-foot guyed antenna with an accompanying ground plane. A ground plane for this antenna consists of around 120 radials, each of 6-gauge copper wire, buried 6 inches or less below the soil and projecting from the base of the antenna. The best length for a radial is 300 feet; but the actual length may be shorter, with little or no loss of efficiency, to make the radials fit within the boundaries of the property. Whenever it can, the Coast Guard will bury the radials by the cable-plow method so as to minimize disturbance of the soil.

(c) DGPS antennas—The Coast Guard will mount six receiving antennas, none higher than 18 inches or broader in base-diameter than 24 inches, on top of an existing building. These antennas support the primary and backup

reference receivers and the integrity monitors.

(d) Equipment shelter—The Coast Guard will house the DGPS equipment inside an existing building.

(e) Utilities—The Coast Guard will use available commercial power as the primary source for the antennas, the DGPS equipment, and the other electronic equipment. It will use a telephone line run to the site for operating and monitoring from off the site.

### Finding

The Coast Guard has determined that implementing DGPS service at NAS Brunswick will neither have a significant impact on the quality of the human environment nor require preparation of an Environmental Impact Statement.

Dated: July 17, 1995.

### Rudy K. Peschel,

Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.  
[FR Doc. 95-17876 Filed 7-19-95; 8:45 am]

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[CGD-95-059]

### National Environmental Policy Act Environmental Assessments for the Second, Fifth, and Ninth Coast Guard Districts' Marine Events

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

**SUMMARY:** Pursuant to the National Environmental Policy Act of 1969; the Council of Environmental Quality Regulations; and the Coast Guard National Environmental Policy Act (NEPA) Implementing Procedures, the Coast Guard gives notice of the availability of Environmental Assessments (EA's) and proposed Findings of No Significant Impacts (FONSI's) for public review. The EA's and proposed FONSI's have been prepared for marine event permitting in the Greater Mississippi Drainage by the Second Coast Guard District; marine event permitting in the Mid-Atlantic Seaboard by the Fifth Coast Guard District; and marine event permitting in the Great Lakes by the Ninth Coast Guard District.

**DATES:** Comments must be received on or before August 21, 1995.

**ADDRESSES:** Comments, questions, or requests for copies of the EA's and proposed FONSI's should be sent to Gary Nelson, U.S. Coast Guard Civil Engineering Unit, room 2179, 1240 East Ninth Street, Cleveland, Ohio, 44199-2060. The comments will be available

for inspection and copying at the address listed above. Normal office hours are between 8 a.m. and 4 p.m., Monday through Friday, except holidays. Comments may also be hand delivered to this address.

**FOR FURTHER INFORMATION CONTACT:** Gary Nelson, U.S. Coast Guard, Civil Engineering Unit, (216) 522-3934 ext. 635.

### SUPPLEMENTARY INFORMATION:

#### Proposed Action

The preparation and announcement of EA's and proposed FONSI's on marine event permitting for the Second, Fifth, and Ninth Coast Guard Districts.

#### Alternatives

Not permitting the marine events was the only alternative identified.

#### Coordination

In accordance with the National Environmental Policy Act, as amended and Coast Guard policy, the Coast Guard encourages all interested or affected parties to participate in the public review process. This process includes public participation to integrate information regarding public needs and concerns into the environmental document. Comments should specifically describe environmental issues or topics which the commentator believes the document should address.

#### Discussion of Announcement

These EA's and proposed FONSI's address the impact of permitting several marine events for festivals, parades, swimming competition, paddling, rowing, floating, windsurfing, sailing races over 50 or 100 craft, fireworks displays, water-skiing, fishing tournaments, powerboat races, and air shows. During 1995 and each year thereafter the Coast Guard proposes to permit these events within the Districts.

The Coast Guard issues Marine Event Permits pursuant to 33 U.S.C. 1233 as set out in the authority citation for all of 33 CFR Part 100. Marine Event Permits represent a federal agency action subject to review procedures established to implement the National Environmental Policy Act (NEPA). In a Notice of Final Agency Procedures published in (59 FR 38654; July 29, 1994) the Coast Guard revised its procedures and policies concerning certain agency actions which it has determined would have no significant individual or cumulative effects on the human environment. In accordance with the National Environmental Policy Act, these actions are categorically excluded from the requirement for

additional analysis needed to prepare an EA or an Environmental Impact Statement (EIS). The revised procedures do not identify many types of activities as the event types which qualify as a categorically excluded action under "Routine Approvals of Regatta and Marine Parade permits". Therefore, these EA's and proposed FONSI's are written in order to comply with our procedures for NEPA implementation.

Drafting Information: The drafter of this announcement is Gary Nelson, U.S. Coast Guard, Civil Engineering Unit, Cleveland, Ohio.

Dated: July 13, 1995.

**Rudy K. Peschel,**

*Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation Safety and Waterway Services.*  
[FR Doc. 95-17877 Filed 7-19-95; 8:45 am]

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**National Highway Traffic Safety Administration**

[Docket No. 95-29; Notice 2]

**Decision That Nonconforming 1984 and 1985 Rolls Royce Camargue Passenger Cars are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1984 and 1985 Rolls Royce Camargue passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1984 and 1985 Rolls Royce Camargue passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturer as complying with the safety standards (the U.S.-certified version of the 1984 and 1985 Rolls Royce Camargue), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision is effective as of the date of its publication in the **Federal Register** (July 20, 1995).

**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) (formerly section 108(c)(3)(A)(i) of the

National Traffic and Motor Vehicle Safety Act (the Act)), 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 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. of Santa Ana, California (Registered Importer R-90-007) petitioned NHTSA to decide whether 1984 and 1985 Rolls Royce Camargue passenger cars are eligible for importation into the United States. NHTSA published notice of the petition on May 1, 1995 (60 FR 21236) to afford an opportunity for public comment. The reader is referred to that notice for a thorough description of the petition. No comments were received in response to the notice. Based on its review of the information submitted by the petitioner, NHTSA has decided to grant the petition.

**Vehicle Eligibility Number for Subject Vehicles**

The importer of a vehicle admissible under any final decision must indicate on the form HS-7 accompanying entry the appropriate vehicle eligibility number indicating that the vehicle is eligible for entry. VSP-122 is the vehicle eligibility number assigned to vehicles admissible under this decision.

**Final Decision**

Accordingly, on the basis of the foregoing, NHTSA hereby decides that 1984 and 1985 Rolls Royce Camargue passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety

standards are substantially similar to 1984 and 1985 Rolls Royce Camargue passenger cars originally manufactured for importation into and sale in the United States and certified under 49 U.S.C. 30115, and are capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.

**Authority:** 49 U.S.C. 30141(a)(1)(A) and (b)(1); 49 CFR 593.8; delegations of authority at 49 CFR 1.50 and 501.8.

Issued on: July 17, 1995.

**Marilynne Jacobs,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 95-17829 Filed 7-19-95; 8:45 am]

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[Docket No. 95-31; Notice 2; Docket No. 95-32; Notice 2]

**Decision That Nonconforming 1994 BMW 520i 4-Door Sedan and 1994 Mercedes-Benz S320 Passenger Cars are Eligible for Importation**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.  
**ACTION:** Notice of decision by NHTSA that nonconforming 1994 BMW 520i 4-Door Sedan and 1994 Mercedes-Benz S320 passenger cars are eligible for importation.

**SUMMARY:** This notice announces the decision by NHTSA that 1994 BMW 520i 4-Door Sedan and 1994 Mercedes-Benz S320 passenger cars not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for importation into and sale in the United States and certified by their manufacturers as complying with the safety standards, and they are capable of being readily altered to conform to the standards.

**DATE:** This decision is effective as of the date of its publication in the **Federal Register**.

**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) (formerly section 108(c)(3)(A)(i) of the National Traffic and Motor Vehicle Safety Act (the Act)), 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