Ordering Clauses

15. Accordingly, it is ordered that pursuant to the authority contained in sections 1, 4(i), 4(j), 301, and 303 of the Communications Act of 1934, as amended, 47 U.S.C. 151, 154(i), 154(j), 301, and 303, notice is hereby given of our intent to adopt the policies set forth in this Notice and that comment is sought on all proposals in this Notice.

16. It is ordered that, the Petition for Rule Making, filed by Motorola Satellite Communications, Inc. is granted to the extent it is consistent with our proposals.

17. It is further ordered that the Secretary shall send a copy of this Notice of Proposed Rulemaking, including the Initial Regulatory Flexibility Analysis, to the Chief Counsel for Advocacy of the Small Business Administration in accordance with paragraph 603(a) of the Regulatory Flexibility Act, Pub. L. 96–354, 94 Stat. 1164, 5 U.S.C. 601 *et seq.* (1981).

Federal Communications Commission

William F. Caton,

Acting Secretary.

[FR Doc. 97–8562 Filed 4–3–97; 8:45 am]

BILLING CODE 6712–01–P

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 192 and 195

[Docket No. PS–94; Notice 7]

RIN 2137–AB38

Qualification of Pipeline Personnel

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Notice of public meeting; correction.

SUMMARY: On February 21, 1997, RSPA's Office of Pipeline Safety (OPS) published a notice of public meeting (62 FR 7985) that announced the first meeting of an advisory committee to conduct a negotiated rulemaking to develop a proposed rule on qualifications of pipeline employees performing certain safety-related functions on pipelines subject to the pipeline safety regulations. The notice also listed and described the organizations represented on the committee. This document makes two minor revisions to the information in that notice.

DATES: The advisory committee's first meeting will be held from 8:30 am to 5:00 pm on April 23–24, 1997.

ADDRESS: The advisory committee meeting will be held in Room 10234–36 at the U.S. Department of Transportation, Nassif Building, 400 7th Street, SW, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Eben M. Wyman, (202) 366–0918, regarding the subject matter of this Notice; or the Dockets Unit, (202) 366–4453, for copies of this document or other material in the docket.

Correction of Publication

Room Number

On page 7985, in the second column, the correct room number for the advisory committee is 10234–36.

Description of Committee Members

On page 7986, at the bottom of the second column, the text describing the International Union of Operating Engineers should read as follows: ''This labor organization represents the interests of a substantial number of pipeline workers.'' In addition, the text describing the International Brotherhood of Electrical Workers should read as follows: ''This labor organization represents approximately 21,000 pipeline construction and maintenance workers.''

Issued in Washington, DC, on March 31, 1997.

Richard B. Felder,

Associate Administrator for Pipeline Safety.

[FR Doc. 97–8571 Filed 4–3–97; 8:45 am]

BILLING CODE 4910–06–P

National Highway Traffic Safety Administration

49 CFR Part 571

Denial of Petition for Rulemaking; Federal Motor Vehicle Safety Standards

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Denial of petition for rulemaking.

SUMMARY: This document denies Hawkhill Technologies' (Hawkhill) petition to amend Federal Motor Vehicle Safety Standard (FMVSS) No. 108, Lamps, reflective devices, and associated equipment, to require programmable turn signaling on all vehicles. The turn signal system Hawkhill proposed would allow the driver to preset the amount of time a turn signal remains activated before automatically turning off.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Flanigan, Office of Safety Performance Standards, NHTSA, 400 Seventh Street, SW, Washington, DC 20590. Mr. Flanigan's telephone number is: (202) 366–4918. His facsimile number is (202) 366–4329.

SUPPLEMENTARY INFORMATION: By letter dated November 20, 1996, Hawkhill petitioned the agency to amend FMVSS No. 108 to require all vehicles to have programmable turn signaling capability. More specifically, the turn signal systems would allow drivers to preset the amount of time their turn signals will remain activated before they turn off automatically. This would be accomplished by the driver tapping the turn signal lever. For each time the lever is tapped, the turn signal would stay activated for 4.5 seconds. Hawkhill's contention is that this would be a virtually cost-free upgrade for vehicles with turn signals that are already computer-controlled. The computer-controlled turn signal system would simply be redesigned to account for the new system.

Hawkhill believes that drivers are often lax in the way they operate turn signals. According to Hawkhill, drivers are most lax in situations where they have to deactivate turn signals, such as merge, exit, and lane change maneuvers. Hawkhill believes that its system, which allows drivers to program their turn signals to automatically shut off after some chosen time interval, would reduce the number of instances when drivers inadvertently leave their turn signal on after completing the driving maneuver.

In addition, Hawkhill believes its automatic turn signal shut-off would reduce the instances when vehicle operators choose not to use their turn signals to signal maneuvers. It believes that this occurs in maneuvers where the turn signals are commonly activated using the ''lane change'' feature (where the turn signal lever is pushed just far enough to activate the turn signal, but is deactivated when the driver removes his or her hand). In these situations, Hawkhill asserts that some drivers do not use their signals because they are not able to concentrate on the other tasks necessary to complete the maneuver while holding down the lever.

Agency Analysis

NHTSA believes there are two distinct issues involved in these claims. Hawkhill's latter claim relates to drivers who fail to use their turn signals because of some perceived difficulty. NHTSA is very interested in actions that would increase the use of turn signals to alert other drivers of an impending maneuver. However, Hawkhill provided

no data whatsoever to support its assertion that some drivers perceive a difficulty in utilizing their turn signal system's ''lane-change'' feature and, therefore, fail to signal their maneuver. Absent such data, NHTSA has no reason to believe that requiring an automatic turn signal would significantly increase their use.

Hawkhill's other claim is that its system would address situations when a driver inadvertently leaves the turn signal on after completing a driving maneuver that does not turn the wheel enough to trigger the current automatic shut-off feature required in S5.1.1.5 of FMVSS No. 108. Hawkhill's system is designed to address this situation. However, NHTSA believes this is a much less frequent occurrence than the failure to signal. We base this on anecdotal evidence and driving experience in the Washington, DC metropolitan area. In addition, manufacturers have taken voluntary steps to address this problem with the ''lane-change'' feature discussed previously. For example, General Motors has designed all its Skylarks with a turn signal reminder chime that gives the driver an added signal if the turn signal indicator is still on after one half mile of driving. *See* 61 FR 56734, November 4, 1996. Further, because the standard would not preclude the use of Hawkhill's proposed turn signal system, perhaps manufacturers will voluntarily place this feature in some of their vehicles as well.

Hawkhill provided no data to indicate the size of the safety problem that would be addressed by automatically turning off turn signals in situations not addressed by the current automatic shut-off requirement. Absent such data, NHTSA has no information indicating this is a large problem. Most vehicles do not now have computer-controlled turn signals, nor does the agency have any information indicating that a significant number of vehicles will be equipped with them in the near future. If we assume for the sake of discussion that as many as half of the 16 million light vehicles produced each year will be equipped with computer-controlled turn signals in the near future, that would still leave eight million vehicles that would need to be redesigned. At a cost of $10 per vehicle to redesign the turn signal circuit, that would translate into an annual cost of $80 million. NHTSA would not consider imposing costs of this magnitude without some clear and convincing evidence that it would produce safety benefits commensurate with this cost. In this case, there are no data or other information suggesting the safety benefits would be anything more than marginal.

In accordance with 49 CFR part 552, this completes the agency's review of the petition. The agency has concluded that there is no reasonable possibility that the amendment requested by the petitioner would be issued at the conclusion of a rulemaking proceeding. Accordingly, it denies Hawkhill's petition.

Authority: 49 U.S.C. 30103, 30162; delegation of authority at 49 CFR 1.50 and 501.8.

Issued on: March 31, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97–8613 Filed 4–3–97; 8:45 am]

BILLING CODE 4910–59–P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 285, 630, 644, and 678

[I.D. 030497E]

Establishment of Highly Migratory Species Advisory Panels; Combination of Fishery Management Plans

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Proposed process; request for comments.

SUMMARY: NMFS solicits comments on the feasibility of developing Fishery Management Plans (FMPs) for Atlantic shark, swordfish, and tunas. If NMFS were to develop one FMP, it would establish one Highly Migratory Species (HMS) Advisory Panel (AP) for those species to assist NMFS in the collection and evaluation of information relevant to the preparation of the consolidated HMS management plan for those species. A combined HMS FMP and AP would reduce the burden on the AP members, in addition to being consistent with existing laws such as the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act), the National Environmental Policy Act (NEPA), and other holistic, ecosystem approaches to fishery management. The HMS AP would include representatives from all interests in Atlantic HMS fisheries.

DATES: Comments must be submitted on or before May 15, 1997.

ADDRESSES: Comments should be submitted to Rebecca Lent, Chief, Highly Migratory Species Management Division, NMFS, 1315 East-West Highway, Silver Spring, MD, 20910. Comments may be submitted by fax: 301–713–1917.

FOR FURTHER INFORMATION CONTACT: John Kelly, 301–713–2347.

SUPPLEMENTARY INFORMATION:

Background

In accordance with the Magnuson-Stevens Act, 16 U.S.C. 1801 *et seq.*, as amended by the Sustainable Fisheries Act (Public Law 104–297) FMPs shall be prepared with respect to any HMS fishery. APs must be established to consult with NMFS in the collection and evaluation of information relevant to the preparation or amendment of HMS FMPs. Nominations have already been solicited for a billfish AP and a pelagic longline AP. Prior to requesting nominations for AP members regarding tunas, sharks or swordfish, NMFS solicits comments on options for developing FMPs for Atlantic tunas, shark, and swordfish. Separate FMPs already exist for billfish, sharks, and swordfish. No FMP exists for Atlantic tunas.

Due to the overlap of biological characteristics and management issues concerning Atlantic tunas, sharks, and swordfish, NMFS believes there may be benefit to combining some or all of the FMPs to reduce time and financial resources and to produce a cohesive plan for multispecies fishery management. Likewise, participants and interested parties overlap in these HMS fisheries, and NMFS believes there may be benefit to combining some or all of the APs to reduce time and financial resources needed for participation in the APs as well as the administration of the APs. A combined Atlantic tunas, swordfish, and shark FMP could also be less burdensome to the constituency in that many issues are common to the three species groups.

The purpose of the combined HMS AP would be to assist NMFS in the development of this FMP. The first action would be the development of new requirements (i.e., bycatch, overfishing) of the Magnuson-Stevens Act.

In addition, a combined HMS FMP for these species would be consistent with the Magnuson-Stevens Act, NEPA, regulatory reform (consolidated HMS regulations), and other holistic ecosystem approaches to fishery management. HMS fisheries and HMS stocks are interdependent. Boundaries overlap between fisheries, gears, and geographical locations and an ecosystem approach to management would be useful and efficient.