

of between 750 kW [1000 hp] and 3,000 kW [4000 hp].

Likewise, in revising domestic regulations, the Coast Guard should consider applying the standards of competence set out in tables in the 1995 Amendments to STCW, by incorporating those tables by reference into the appropriate sections of the revised regulations.

The above subjects will be open for discussion and comment at the meeting on August 31. Any comments received at the meeting or in response to this notice will be taken into account in the development of implementing regulations.

Attendance at the meeting is open to the public. Members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted before, during, or after the meeting.

Dated: July 27, 1995.

J.C. Card,

Rear Admiral, U.S. Coast Guard Chief, Office of Marine Safety, Security and Environmental Protection.

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 95-124, RM-8573]

Radio Broadcasting Services; Atlantic, IA

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: The Commission requests comments on a petition filed by Wireless Communications Corp. seeking the allotment of Channel 239C3 to Atlantic, IA, as the community's first local FM transmission service. Channel 239C3 can be allotted to Atlantic in compliance with the Commission's minimum distance separation requirements without the imposition of a site restriction, at coordinates 41°24'00" North Latitude and 95°00'54" West Longitude.

DATES: Comments must be filed on or before September 18, 1995, and reply comments on or before October 3, 1995.

ADDRESSES: Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the

FCC, interested parties should serve the petitioner, or its counsel or consultant, as follows: Barry A. Friedman, Esq., Semmes, Bowen & Semmes, Suite 900, 1025 Connecticut Avenue, NW., Washington, DC 20036 (Counsel to petitioner).

FOR FURTHER INFORMATION CONTACT: Leslie K. Shapiro, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Notice of Proposed Rule Making*, MM Docket No. 95-124, adopted July 20, 1995, and released July 28, 1995. The full text of this Commission decision is available for inspection and copying during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, NW., Washington, DC. The complete text of this decision may also be purchased from the Commission's copy contractor, International Transcription Services, Inc., (202) 857-3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

Douglas W. Webbink,

Chief, Policy and Rules Division, Mass Media Bureau.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

RIN 2127-AF49

Federal Motor Vehicle Safety Standards; Termination of Rulemaking

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Termination of rulemaking.

SUMMARY: This notice terminates rulemaking in response to a petition filed by Karen Slay, asking that NHTSA require manufacturers of pickup trucks to place some kind of warning or recommendation on the cargo beds and in the owner's manual "stating the dangers of passengers riding in the cargo area of these vehicles." Pickup manufacturers have agreed to include in their owners' manuals clear and specific warnings about the dangers of riding in cargo areas of vehicles and to join with the agency, vehicle dealers, and other interested organizations in a broad-based effort to educate the public about the dangers associated with riding in the cargo areas of vehicles. In these circumstances, NHTSA has concluded that no regulatory action is needed at this time.

FOR FURTHER INFORMATION CONTACT: Stephen Kratzke, Office of Vehicle Safety Standards, NHTSA (NPS-10), 400 Seventh Street, S.W., Washington, DC 20590. Mr. Kratzke can be reached by telephone at (202) 366-5203 or FAX at (202) 366-4329.

SUPPLEMENTARY INFORMATION: Karen Slay, a Lubbock, Texas housewife and mother of four, filed with NHTSA a petition for rulemaking dated October 13, 1994. In this petition, Ms. Slay requested that NHTSA require manufacturers of pickup trucks to place some kind of warning or recommendation on the cargo beds and in the owner's manual "stating the dangers of passengers riding in the cargo area of these vehicles." Ms. Slay referred to a July 3, 1994 crash in Scurry County, Texas, in which eight children were killed and four others seriously injured. These 12 children were riding in the cargo bed of the pickup and all were ejected upon impact.

Ms. Slay indicated her understanding that State, not Federal, laws and regulations address how vehicles may be operated on the public roads. She stated that she has begun a "campaign or crusade" to get the law in her home State of Texas changed as it relates to persons riding in the cargo bed of pickups, "so that Texas children do not lose their lives as innocent victims." However, Ms. Slay believed that a Federal requirement for a warning label and information in the owner's manual would serve a useful purpose by alerting persons to the hazards of riding in the cargo bed. In addition, Ms. Slay indicated her belief that not one pickup designer ever intended for the cargo area to be used for passengers.

NHTSA began its consideration of this request by determining the size of the safety problem. From 1983 to 1993,