

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]

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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]

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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