

PART 252—SOLICITATION PROVISIONS AND CONTRACTS CLAUSES

252.225–7019 [Amended]

6. Section 252.225–7019 is amended in the introductory text by revising the citation “225.7012–4(a)” to read “225.7012–3”.

225.225–7020 and 252.7021 [Removed and reserved]

7. Sections 252.225–7020 and 252.225–7021 are removed and reserved.

8. Section 252.225–7039 is amended by revising the introductory text, the clause date, and the introductory text of the clause to read as follows:

252.225–7039 Restriction on acquisition of Totally Enclosed Lifeboat Survival Systems.

As prescribed in 225.7022–4, use the following clause:

RESTRICTION ON ACQUISITION OF TOTALLY ENCLOSED LIFEBOAT SURVIVAL SYSTEMS (APR 1996)

For totally enclosed lifeboat survival systems furnished under this contract, which consist of lifeboat and associated davits and winches, the Contractor agrees that—

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[FR Doc. 96–7218 Filed 3–25–96; 8:45 am]

BILLING CODE 5000–04–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 74–14; Notice 98]

RIN 2127–AF30

Federal Motor Vehicle Safety Standards; Occupant Crash Protection

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

ACTION: Final Rule, correcting amendment.

SUMMARY: On May 23, 1995, NHTSA published a final rule allowing manufacturers the option of installing a manual device that motorists could use to deactivate the front passenger-side air bag in vehicles in which infant restraints can be used in the front seat only. As part of this final rule, NHTSA amended the air bag warning label required on vehicle sun visors. The amendments were effective June 22, 1995. Due to an error, the regulatory language of the final rule deleted an option to use the signal word “Warning” in place of the word

“Caution” on the sun visor label. This notice corrects that error.

DATES: Effective Date: The amendments made in this rule are effective March 26, 1996.

Petition Date: Any petitions for reconsideration must be received by NHTSA no later than April 25, 1996.

ADDRESSES: Any petitions for reconsideration should refer to the docket and notice number of this notice and be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Ms. Mary Versailles, Office of the Chief Counsel, NCC–20, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590; telephone (202) 366–2992; facsimile (202) 366–3820; electronic mail “mversailles@nhtsa.dot.gov”.

SUPPLEMENTARY INFORMATION: On May 23, 1995, NHTSA published a final rule amending 49 CFR 571.208 to allow manufacturers the option of installing a manual device that motorists could use to deactivate the front passenger-side air bag in vehicles in which infant restraints can be used in the front seat only. As part of this final rule, NHTSA amended the air bag warning label required on vehicle sun visors to specify that the caution against installing a rear-facing infant seat in a front seating position did not apply if the air bag were off. The amendments were effective June 22, 1995. Due to an error, the regulatory language of the final rule deleted language incorporating the provision in S5.4.1(b)(1) that permits the use of the signal word “Warning,” in place of the word “Caution,” on the sun visor label. This notice corrects that error.

NHTSA finds for good cause that this final rule can be made effective immediately. The stated purpose of the May 23, 1995, final rule was to affect only the cautionary statement concerning placement of a rear-facing infant seat in a front seating position, and not any other part of the label. This notice corrects an error which resulted in the unintentional amending of the options for the choice of the signal word to be used at the beginning of the label.

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

NHTSA has considered the impact of this rulemaking action under E.O. 12866 and the Department of Transportation’s regulatory policies and procedures. This rulemaking document was not reviewed

under E.O. 12866, “Regulatory Planning and Review.” This document is part of an action that was determined to be not “significant” under the Department of Transportation’s regulatory policies and procedures. This notice does not impose any new requirements on manufacturers. It simply corrects an error.

Regulatory Flexibility Act

NHTSA has also considered the impacts of this final rule under the Regulatory Flexibility Act. I hereby certify that this rule will not have a significant economic impact on a substantial number of small entities. Further, this final rule will not alter the economic impacts of the May 1995 final rule. As explained above, this rule will not have an economic impact on any manufacturers.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1980 (P.L. 96–511), there are no requirements for information collection associated with this final rule.

National Environmental Policy Act

NHTSA has also analyzed this final rule under the National Environmental Policy Act and determined that it will not have a significant impact on the human environment.

Executive Order 12612 (Federalism)

NHTSA has analyzed this rule in accordance with the principles and criteria contained in E.O. 12612, and has determined that this rule will not have significant federalism implications to warrant the preparation of a Federalism Assessment.

Civil Justice Reform

This final rule does not have any retroactive effect. Under 49 U.S.C. 30103, whenever a Federal motor vehicle safety standard is in effect, a State may not adopt or maintain a safety standard applicable to the same aspect of performance which is not identical to the Federal standard, except to the extent that the State requirement imposes a higher level of performance and applies only to vehicles procured for the State’s use. 49 U.S.C. 30161 sets forth a procedure for judicial review of final rules establishing, amending or revoking Federal motor vehicle safety standards. That section does not require submission of a petition for reconsideration or other administrative proceedings before parties may file suit in court.

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles.

In consideration of the foregoing, 49 CFR Part 571 is amended as follows:

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

1. The authority citation for Part 571 of Title 49 continues to read as follows:

Authority: 49 U.S.C. 322, 30111, 30115, 30117, and 30166; delegation of authority at 49 CFR 1.50.

2. Section 571.208 is amended by revising section S4.5.1(b)(1) to read as follows:

§ 571.208 Standard No. 208, Occupant Crash Protection

* * * * *

S4.5.1 *Labeling and owner's manual information.*

* * * * *

(b) *Label on sun visor above front outboard seating positions equipped with inflatable restraint.*

(1) Each vehicle manufactured on or after September 1, 1994, shall comply with either S4.5.1(b)(1)(i) or S4.5.1(b)(1)(ii), except that the word "WARNING" may be used instead of "CAUTION".

(i) Each front outboard seating position that provides an inflatable restraint shall have a label permanently affixed to the sun visor for such seating position on either side of the sun visor, at the manufacturer's option. Except as provided in S5.4.1(b)(1) and S4.5.1(b)(3), this label shall read:

CAUTION

TO AVOID SERIOUS INJURY:

For maximum safety protection in all types of crashes, you must always wear your safety belt.

Do not install rearward-facing child seats in any front passenger seat position.

Do not sit or lean unnecessarily close to the air bag.

Do not place any objects over the air bag or between the air bag and yourself.

See the owner's manual for further information and explanations.

(ii) If the vehicle is equipped with a cutoff device permitted by S4.5.4 of this standard, each front outboard seating position that provides an inflatable

restraint shall have a label permanently affixed to the sun visor for such seating position on either side of the sun visor, at the manufacturer's option. Except as provided in S5.4.1(b)(1), this label shall read:

CAUTION

TO AVOID SERIOUS INJURY:

For maximum safety protection in all types of crashes, you must always wear your safety belt.

Do not install rearward-facing child seats in any front passenger seat position, unless the air bag is off.

Do not sit or lean unnecessarily close to the air bag.

Do not place any objects over the air bag or between the air bag and yourself.

See the owner's manual for further information and explanations.

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Issued on: March 18, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-6965 Filed 3-25-96; 8:45 am]

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DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration****50 CFR Part 675**

[Docket No. 960129019-6019-01; I.D. 032096A]

Groundfish of the Bering Sea and Aleutian Islands Area; Yellowfin Sole by Vessels Using Trawl Gear in Bycatch Limitation Zone 1

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

ACTION: Closure.

SUMMARY: NMFS is closing the directed fishery for yellowfin sole by vessels using trawl gear in Bycatch Limitation Zone 1 (Zone 1) of the Bering Sea and Aleutian Islands management area (BSAI). This action is necessary to prevent exceeding the first seasonal apportionment of the prohibited species catch (PSC) allowance of *C. bairdi* Tanner crab apportioned to the trawl

yellowfin sole fishery category in Zone 1.

EFFECTIVE DATE: 12 noon, Alaska local time (A.l.t.), March 20, 1996, until 12 noon, A.l.t., April 1, 1996.

FOR FURTHER INFORMATION CONTACT: Andrew N. Smoker, 907-586-7228.

SUPPLEMENTARY INFORMATION: The groundfish fishery in the BSAI exclusive economic zone is managed by NMFS according to the Fishery Management Plan for the Groundfish Fishery of the Bering Sea and Aleutian Islands Area (FMP) prepared by the North Pacific Fishery Management Council under authority of the Magnuson Fishery Conservation and Management Act. Fishing by U.S. vessels is governed by regulations implementing the FMP at 50 CFR parts 620 and 675.

The 1996 PSC allowance of *C. bairdi* Tanner crab in Zone 1 for the trawl yellowfin sole fishery category, which is defined at § 675.21(b)(1)(iii)(B)(1), was established by the Final 1996 Harvest Specifications of Groundfish (61 FR 4311, February 5, 1996) as 250,000 crab. The first seasonal bycatch apportionment of that allowance is 50,000 crab.

The Director, Alaska Region, NMFS, has determined, in accordance with § 675.21(c)(1)(i), that the first seasonal apportionment of the PSC allowance of *C. bairdi* Tanner crab for the trawl yellowfin sole fishery in Zone 1 has been reached. Therefore, NMFS is prohibiting directed fishing for yellowfin sole by vessels using trawl gear in Zone 1 of the BSAI.

Maximum retainable bycatch amounts for applicable gear types may be found in the regulations at § 675.20(h).

Classification

This action is taken under § 675.21 and is exempt from review under E.O. 12866.

Authority: 16 U.S.C. 1801 *et seq.*

Dated: March 20, 1996.

Richard W. Surdi,

Acting Director, Office of Fisheries Conservation and Management, National Marine Fisheries Service.

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