

**§ 180.481 Prosulfuron; tolerances for residues.**

Tolerances that expire on December 31, 1999 are being extended for residues of the herbicide prosulfuron 1-(4-methoxy-6-methyl-triazin-2-yl)-3-[2-(3,3,3-trifluoro propyl)-phenylsulfonyl]-urea in or on the following raw agricultural commodities:

Commodities	Parts per million
Corn, forage .....	0.01
Corn, fodder .....	0.01
Corn, grain and fresh (including sweet kernels plus cobs with husks removed) .....	0.01
Milk .....	0.01
Meat, fat, kidney, liver & meat by-products, of cattle, goats, hogs, horses, and sheep of cattle, goats, sheep .....	0.05

[FR Doc. 96-5241 Filed 3-5-96; 8:45 am]

BILLING CODE 6560-50-F

**FEDERAL COMMUNICATIONS COMMISSION****47 CFR Parts 2 and 25**

[ET Docket No. 96-20, RM-8638; FCC 96-55]

**Fixed-Satellite Service**

**AGENCY:** Federal Communications Commission.

**ACTION:** Proposed rule.

**SUMMARY:** By this *Notice of Proposed Rule Making (NPRM)*, the Commission proposes to allocate the 13.75-14.0 GHz band to the Fixed-Satellite Service ("FSS") on a co-primary basis for Earth-to-space ("uplink") transmissions. Adoption of this proposal would accommodate growing demand for FSS services and would provide satellite operators with increased flexibility in the design of their systems.

**DATES:** Comments must be submitted on or before April 1, 1996 and reply comments must be submitted on or before April 16, 1996.

**ADDRESSES:** Comments and reply comments should be sent to Office of the Secretary, Federal Communications Commission, Washington, DC 20554.

**FOR FURTHER INFORMATION CONTACT:** Tom Mooring, Office of Engineering and Technology, (202) 418-2450.

**SUPPLEMENTARY INFORMATION:** This is a summary of the Commission's *NPRM* in ET Docket No. 96-20, adopted on February 13, 1996, and released on February 23, 1996. The complete *NPRM* is available for inspection and copying

during normal business hours in the FCC Reference Center (Room 239), 1919 M Street, N.W., Washington, D.C., and also may be purchased from the Commission's duplication contractor, International Transcription Service, (202) 857-3800, 2100 M Street, N.W., Suite 140, Washington D.C. 20037.

**Summary of NPRM**

1. The Commission proposes to amend Part 2 of its rules to allocate the 13.75-14.0 GHz frequency band to the FSS on a co-primary basis for uplink transmissions and to make conforming revisions to the associated service rules in Part 25. The FSS is a radiocommunication service between earth stations at a specified fixed point or any fixed point within specified areas and one or more satellites. In some cases this service includes satellite-to-satellite links, which may also be operated in the inter-satellite service. The FSS may also include feeder links for other space radiocommunication services. In addition, the Commission proposes to adopt domestically the international footnotes that specify the spectrum sharing criteria between incumbent services and the FSS as contained in the United States Proposals for the 1995 World Radiocommunication Conference ("WRC-95"). The Commission notes that WRC-95 has recently concluded and that it adopted most of the United States' proposals. The Commission is reviewing the decisions made at WRC-95 and will consider the international footnotes adopted for the 13.75-14.0 GHz band later in this proceeding. The Commission also proposes to adopt a United States footnote that would require that all FSS applications requesting the use of any frequency in the 13.75-13.8 GHz band segment be coordinated in order to minimize harmful interference to the Federal Government's Tracking and Data Relay Satellite System. This action would be consistent with the international allocation for this band made at the 1992 World Administrative Radio Conference, and would provide incumbent operations in this band with adequate interference protection from FSS uplinks.

**List of Subjects****47 CFR Part 2**

Radio.

**47 CFR Part 25**

Radio, Satellites.

Federal Communications Commission.

William F. Caton,

*Acting Secretary.*

[FR Doc. 96-5186 Filed 3-5-96; 8:45 am]

BILLING CODE 6712-01-P

**47 CFR Part 87**

[WT Docket No. 96-1, FCC 96-2]

**Automatic Operation of Aeronautical Advisory Stations (Unicom)**

**AGENCY:** Federal Communications Commission.

**ACTION:** Proposed rule.

**SUMMARY:** The Commission has adopted a *Notice of Proposed Rule Making (NPRM)* which seeks to permit unattended, automatic operation of aeronautical advisory stations (unicom) to enhance service to the general aviation community. This action stems from a Petition for Rule Making filed by Potomac Aviation Technology Corporation (PATC). The proposed rules would facilitate more efficient use of previously-allocated radio spectrum, make unicom services more widely available within the general aviation community, and increase safety in air navigation.

**DATES:** Comments must be filed on or before March 29, 1996, and reply comments must be filed on or before April 29, 1996. Written comments by the public on the proposed and/or modified information collections are due on or before March 29, 1996, and reply comments on or before April 29, 1996. Written comments must be submitted by the Office of Management and Budget (OMB) on the proposed and/or modified information collections on or before May 6, 1996.

**ADDRESSES:** Federal Communications Commission, 1919 M Street, NW., Washington, DC 20554. In addition to filing comments with the Secretary, a copy of any comments on the information collections contained herein should be submitted to Dorothy Conway, Federal Communications Commission, Room 234, 1919 M Street, NW., Washington, DC 20554, or via the Internet to [dconway@fcc.gov](mailto:dconway@fcc.gov), and to Timothy Fain, OMB Desk Officer, 10236 NEOB, 725-17th Street, NW., Washington, DC 20503 or via the Internet to [fain-t@al.eop.gov](mailto:fain-t@al.eop.gov).

**FOR FURTHER INFORMATION CONTACT:**

Roger Noel of the Wireless Telecommunications Bureau at (202) 418-0680. For additional information concerning the information collections contained in this *NPRM* contact Dorothy

Conway at 202-418-0217, or via the Internet at dconway@fcc.gov.

**SUPPLEMENTARY INFORMATION:** This is a summary of the Commission's *NPRM*, WT Docket No. 96-1, FCC 96-2, adopted January 11, 1996, and released January 29, 1996. The full text of this *NPRM* 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 may be purchased from the Commission's copy contractor, ITS, Inc., 2100 M Street NW., Suite 140, Washington, DC 20037, telephone (202) 857-3800. This *NPRM* contains proposed or modified information collections subject to the Paperwork Reduction Act of 1995 (PRA), Pub. L. No. 104-13. It has been submitted to the Office of Management and Budget (OMB) for review under Section 3507(d) of the PRA. OMB, the general public, and other Federal agencies are invited to comment on the proposed or modified information collections contained in this proceeding.

#### Summary of Notice of Proposed Rule Making

1. The unicom service was established in the 1950s to provide weather and runway advisories, radio checks, and other services necessary to the safe and expeditious operation of general aviation aircraft, and is a primary source of this type of information at many of the nation's 15,000 general aviation airfields. Many smaller airfields, however, cannot afford personnel to operate unicom stations full-time, nor can they afford other already-available but more complex automated advisory systems such as automatic weather observation stations (AWOS) or automatic terminal information stations (ATIS). The instant proceeding was initiated by a petition for rulemaking filed by Potomac Aviation Technology Corporation (PATC). PATC has been operating several automatic unicom stations under a developmental license since February, 1994.

2. The Commission proposes to expand the unicom service by permitting unicom stations to transmit in automatic mode without a live operator at the control point. Unicom stations operating in automatic mode will be subject to all of the rules applicable to non-automatic unicom stations. In order to reduce the potential for increased congestion on the unicom frequencies, however, unicom stations in automatic mode must be configured to imitate basic congestion-reducing techniques employed by live operators.

3. Specifically, unicom stations in automatic mode must transmit only in response to

pilot interrogation via brief keyed RF signals from aircraft stations (generated by briefly depressing the "push-to-talk" button on an aircraft's microphone), monitor the unicom frequency before transmitting, and transmit only when the frequency has been silent for at least three seconds.

4. Under the proposed rules, only one unicom station will be permitted to operate in automatic mode at any airport. There will be no special licensing requirements for automated unicom operation beyond those applicable to a non-automatic unicom station; however, if an automatic unicom is to operate at an airport where more than one unicom station has been authorized, all of the unicom operators at that airport must come to an arrangement concerning who will control the automatic operations or how control will be shared. The Commission seeks specific comments concerning the proposed rule amendments set forth at the end of this document.

5. This *NPRM* is issued under the authority of sections 4(i), 4(j), and 303(r) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i), 154(j), and 303(r).

#### Initial Regulatory Flexibility Analysis

##### Reason for Action

The Commission proposes to permit Aeronautical Advisory Stations (Unicom) to operate in automatic mode.

##### Objectives

We seek to increase unicom service availability without allocating new spectrum to the service or causing an increase in congestion on the unicom frequencies.

##### Legal Basis

The proposed action is authorized under Sections 4(i) and 303(r) of the Communications Act, 47 U.S.C. §§ 154(i) and 303(r).

##### Reporting, Recordkeeping and Other Compliance Requirements

Our proposed addition of 47 CFR § 87.219 would require all unicom licensees at airports having more than one unicom to jointly sign a letter of agreement, prior to the operation of a unicom in automatic mode at such an airport, stating the name(s) of the licensee(s) who will control the automatic unicom and, if applicable, how control of the automatic unicom will be divided.

#### Federal Rules Which Overlap, Duplicate or Conflict With These Rules

None; however, FAA Advisory Circular 150/5340, "Air-to-Ground Radio Control of Airport Lighting Systems" addresses the method of activating automated systems contained in our proposed amendments and permitted under our current rules. Any proposed changes to 47 CFR § 87.187(y) should be fully compatible with the FAA Advisory Circular.

#### Description, Potential Impact, and Small Entities Involved

Permitting Aeronautical Advisory Stations (Unicom) to operate in automatic mode will make efficient use of previously-allocated spectral resources, will make unicom services more widely available within the general aviation community, will likely create a small number of manufacturing jobs, and will benefit pilots who rely on unicom information.

#### Any Significant Alternatives Minimizing the Impact on Small Entities Consistent With the Stated Objectives

None.

#### Paperwork Reduction Act

This *NPRM* contains either a proposed or modified information collection. The Commission, as part of its continuing effort to reduce paperwork burdens, invites the general public and the Office of Management and Budget (OMB) to comment on the information collections contained in this *NPRM*, as required by the Paperwork Reduction Act of 1995, Pub. L. No. 104-13. Public and agency comments are due at the same time as other comments on this *NPRM*; OMB comments are due 60 days from date of publication of this *NPRM* in the Federal Register. Comments should address: (a) whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; (b) the accuracy of the Commission's burden estimates; (c) ways to enhance the quality, utility, and clarity of the information collected; and (d) ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology.

OMB Approval Number: N/A.

Title: Proposed 87.219 Automatic operations (*NPRM* in WT Dck No 96-1).  
Form No.: N/A.

Type of Review: New collection.

Respondents: Business or other for-profit.

*Number of Respondents:* 50.  
*Estimated Time Per Response:* 0.7 hour.

*Total Annual Annualized Cost:* \$5,500.

*Total Annual Burden:* 35.

*Needs and Uses:* This rule requires that if airports have control towers or FAA flight service stations, and more than one licensee and want to have an automated aeronautical advisory station (unicom), they must write an agreement outlining who will be responsible for the unicom's operation, sign the agreement and keep a copy of the agreement with each licensee's station authorization. The information will be used by compliance personnel for enforcement purposes and by licensees to clarify responsibility in operating unicom.

#### List of Subjects in 47 CFR Part 87

Communications equipment, Radio, Reporting and recordkeeping requirements.

Federal Communications Commission.  
 William F. Caton,  
*Acting Secretary.*

#### Proposed Rules

Chapter I of Title 47 of the Code of Federal Regulations, Part 87, is proposed to be amended as follows:

### PART 87—AVIATION SERVICES

The authority citation for Part 87 continues to read as follows:

Authority: 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303, unless otherwise noted. Interpret or apply 48 Stat. 1064–1068, 1081–1105, as amended; 47 U.S.C. 151–156, 301–609.

Section 87.5 is amended by revising the definition of "automatic weather observation station" to read as follows:

#### § 87.5 Definitions.

\* \* \* \* \*

*Automatic weather observation station (AWOS) or automatic surface observation station (ASOS).* A land station located at an airport and used to automatically transmit weather information to aircraft.

\* \* \* \* \*

3. Section 87.187 is amended by revising paragraph (y) introductory text and the first sentence in paragraph (y)(4) to read as follows:

#### § 87.187 Frequencies.

\* \* \* \* \*

(y) Brief keyed RF signals (keying the transmitter by momentarily depressing the microphone "push-to-talk" button) may be transmitted from aircraft for the control of automated unicom on the unicom frequencies listed in paragraph (y)(3) of this section, or for the control of airport lights on the following frequencies:

\* \* \* \* \*

(4) Aviation support station frequencies listed in § 87.323(b): \* \* \*

\* \* \* \* \*

4. A new Section 87.219 is added to Subpart G to read as follows:

#### § 87.219 Automatic operations.

(a) A station operator need not be present when an automated unicom is in operation.

(b) In addition to the requirements applicable to non-automated unicom operations, unicom operations in an automated mode must:

(1) Monitor the unicom frequency prior to transmission, and transmit only when no detectable signals are received for at least three seconds;

(2) Transmit only in response to brief keyed RF signals from aircraft stations as specified in § 87.187(y);

(3) Automatically shut down after three minutes of continuous transmission.

(c) Automated advisory transmissions must be as brief as possible, and must include the time and date of the advisory message's last update in each transmission.

(d) Only one automated unicom may be operated at an airport. Prior to the operation of an automated unicom at an airport with more than one unicom licensee, all of the licensees at that airport must sign a letter of agreement stating which licensee(s) control the automated unicom operations, and, if control is to be shared among several operators, how that control will be divided or scheduled. The original or a copy of the letter of agreement must be kept with each licensee's station records. Within 90 days of the date upon which a new unicom operator is licensed at an airport where more than one unicom is authorized, and an automated unicom is being operated, an amended letter of agreement that includes the new licensee's signature must be signed or automated unicom operations must cease.

5. Section 87.419 is revised to read as follows:

#### § 87.419 Supplemental eligibility.

Only one control tower or RCO will be licensed at an airport.

6. Subpart S is amended by revising the heading to read as follows:

#### Subpart S—Automatic Weather Stations (AWOS/ASOS)

7. Section 87.525 is revised to read as follows:

#### § 87.525 Scope of service.

Automatic weather observation stations (AWOS) and automatic surface observation stations (ASOS) must provide up-to-date weather information including the time of the latest weather sequence, altimeter setting, wind speed and direction, dew point, temperature, visibility and other pertinent data needed at airports having neither a full-time control tower nor a full-time FAA Flight Service Station. When a licensee has entered into an agreement with the FAA, an AWOS or an ASOS may also operate as an automatic terminal information station (ATIS) during the control tower's operating hours.

8. Section 87.527 is amended by revising the first sentence of paragraph (b) and paragraph (c) to read as follows:

#### § 87.527 Supplemental eligibility.

\* \* \* \* \*

(b) Eligibility for an AWOS, an ASOS, or an ATIS is limited to the owner or operator of an airport or to a person who has entered into a written agreement with the owner or operator for exclusive rights to operate and maintain the station. Where applicable a copy of the agreement between the applicant and owner or operator of the airport must be submitted with an application. \* \* \*

(c) Only one AWOS, ASOS, or ATIS will be licensed at an airport.

9. Section 87.529 is amended by revising the fourth and fifth sentences to read as follows:

#### § 87.529 Frequencies.

\* \* \* Normally, frequencies available for air traffic control operations set forth in subpart E will be assigned to an AWOS, ASOS, or to an ATIS. When a licensee has entered into an agreement with the FAA to operate the same station as both an AWOS and as an ATIS, or as an ASOS and an ATIS, the same frequency will be used in both modes of operation.

[FR Doc. 96-5185 Filed 3-5-96; 8:45 am]

BILLING CODE 6712-01-P