

Groundwater Contamination Superfund Site without prior notice of intent to delete because we view this as a non-controversial revision and anticipate no adverse comment. We have explained our reasons for this deletion in the preamble to the direct final notice of deletion. If we receive no adverse comment(s) on this notice of deletion or the direct final notice of deletion, we will not take further action on this notice of intent to delete. If we receive timely adverse comment(s), we will withdraw the direct final notice of deletion, and it will not take effect. We will, as appropriate, address all public comments in a subsequent final deletion notice based on adverse comments received on this notice of intent to delete. We will not institute a second comment period on this notice of intent to delete. Any parties interested in commenting must do so at this time. For additional information, see the direct final notice of deletion which is located in the Rules section of this **Federal Register**.

DATES: Comments concerning this Site must be received by February 20, 2007.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA-HQ-SFUND-1986-005, by one of the following methods:

- *www.regulations.gov*: Follow the on-line instructions for submitting comments.
- *Email*: beard.gladys@epa.gov.
- *Fax*: Gladys Beard at (312) 886-4071.
- *Mail*: Dave Novak, Community Involvement Coordinator, U.S. EPA (P-19J), 77 W. Jackson, Chicago, IL 60604, 312-886-7478 or 1-800-621-8431.
- *Hand Delivery*: Dave Novak, Community Involvement Coordinator, (P-19J), U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Such deliveries are only accepted during the Regional Office normal hours of operation, and special arrangements should be made for deliveries of boxed information. The Regional Office official hours of business are Monday through Friday, 8:30 a.m. to 4:30 p.m. excluding Federal holidays.

Please see the direct final rule which is located in the Rules section of this **Federal Register** for detailed instructions on how to submit comments.

FOR FURTHER INFORMATION CONTACT:

Linda Martin, Remedial Project Manager at (312) 886-3854 or Gladys Beard, State NPL Deletion Process Manager at (312) 886-7253 or 1-800-621-8431, Superfund Division, U.S. EPA (SR-6J), 77 W. Jackson, Chicago, IL 60604.

SUPPLEMENTARY INFORMATION: For additional information, see the Direct Final Notice of Deletion which is located in the Rules section of this **Federal Register**.

Information Repositories: Repositories have been established to provide detailed information concerning this decision at the following address: EPA Region V Record Center, 77 W. Jackson, Chicago, IL 60604, (312) 353-5821, Monday through Friday 8 a.m. to 4 p.m.

List of Subjects in 40 CFR Part 300

Environmental protection, Air pollution control, Chemicals, Hazardous waste, Hazardous substances, Intergovernmental relations, Penalties, Reporting and recordkeeping requirements, Superfund, Water pollution control, Water supply.

Authority: 33 U.S.C. 1321(c)(2); 42 U.S.C. 9601-9657; E.O. 12777, 56 FR 54757, 3 CFR, 1991 Comp., p. 351; E.O. 12580, 52 FR 2923; 3 CFR, 1987 Comp., p. 193.

Dated: January 9, 2007.

Mary A. Gade,

Regional Administrator, U.S. EPA Region V.
[FR Doc. E7-693 Filed 1-18-07; 8:45 am]

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FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[Docket No. 87-268; DA 07-20]

Revisions to Proposed New DTV Table of Allotments—Tentative Channel Designations To Be Added to the DTV Table of Allotments Proposed in the Seventh Further Notice of Proposed Rule Making

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: The Media Bureau announces tentative channel designations for six permittees that attained permittee status during the pendency of the rulemaking proceeding commenced in the *Seventh Further Notice of Proposed Rule Making* (“*Seventh FNPRM*”) in MB Docket No. 87-268. These tentative channels designations revise the proposed new Digital Television Table of Allotments released in the *Seventh FNPRM*.

DATES: Comments are due February 9, 2007 and reply comments are due February 26, 2007.

ADDRESSES: You may submit comments, identified by MB Docket No. 87-268, by any of the following methods:

- Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the instructions for submitting comments.

- Federal Communications Commission’s Web site: <http://www.fcc.gov/cgb/ecfs/>. Follow the instructions for submitting comments.

- People with Disabilities: Contact the FCC to request reasonable accommodations (accessible format documents, sign language interpreters, CART, etc.) by e-mail: FCC504@fcc.gov or phone: 202-418-0530 or TTY: 202-418-0432.

For detailed instructions for submitting comments and additional information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT:

Evan Baranoff, Evan.Baranoff@fcc.gov, or Eloise Gore, Eloise.Gore@fcc.gov, of the Media Bureau, Policy Division, (202) 418-2120; Nazifa Sawez, Nazifa.Sawez@fcc.gov, of the Media Bureau, Video Division, (202) 418-1600; or Alan Stillwell, Alan.Stillwell@fcc.gov, of the Office of Engineering and Technology, (202) 418-2470.

SUPPLEMENTARY INFORMATION: The Commission recently released a *Seventh Further Notice of Proposed Rule Making* (“*Seventh FNPRM*”), FCC 06-150, released October 20, 2006 in MB Docket No. 87-268 (71 FR 66592, November 15, 2006), finalizing the DTV channel election process and beginning the final stage of the transition of the nation’s broadcast television system from analog to digital technology. In the *Seventh FNPRM*, the Commission proposed a new DTV Table of Allotments providing eligible stations with channels for DTV operations after the DTV transition.

In paragraph 53 of the *Seventh FNPRM*, the Commission noted that additional pending applications may be granted before an Order finalizing the new DTV Table is adopted. The Commission stated that, to the extent possible, it would accommodate the future new permittees in the proposed new DTV Table and, to provide interested parties with the opportunity to comment, the Media Bureau would issue public notices announcing tentative channel designations (TCDs) for the new permittees that attain permittee status during the pendency of the *Seventh FNPRM* rulemaking proceeding. The Commission also directed the Media Bureau to establish separate pleading cycles, if necessary, to give interested parties an opportunity for comment.

The Media Bureau hereby announces TCDs for six permittees that attained

permittee status during the pendency of the rulemaking proceeding and, therefore, were not reflected in the proposed new DTV Table released on October 20, 2006. Included is a list of these permittees together with the channel we propose to assign the permittee. This information revises the proposed new DTV Table of Allotments of the *Seventh FNPRM*. In addition, we have attached the specific technical facilities—effective radiated power (ERP), antenna height above average terrain (HAAT), antenna radiation pattern, and geographic coordinates—at which we propose to allow these stations to operate after the DTV transition (Appendix). The attachment also includes information on service area and population coverage.

Consistent with paragraph 53 of the *Seventh FNPRM*, the Media Bureau hereby invites public comment on these changes to the proposed new DTV Table. Comments on the proposed changes to the new DTV Table outlined herein must be filed no later than February 9, 2007, and reply comments must be filed no later than February 26, 2007. Specific instructions for filing comments are located at paragraphs 71–76 of the item as published in the **Federal Register** and at paragraphs 58–63 of the item as released by the Commission and that appears on the Commission Web site: http://hraunfoss.fcc.gov/edocs_public/attachmatch/FCC-06-150A1.doc.

List of Subjects in 47 CFR Part 73

Digital television, Radio.

Federal Communications Commission.
Steven A. Broecker,
Deputy Chief, Policy Division, Media Bureau.

Proposed Rule Changes

Accordingly, the Federal Communications Commission further proposes to amend 47 CFR part 73, as proposed at 71 FR 66592, November 15, 2006 as follows:

PART 73—RADIO BROADCAST SERVICES

1. The authority citation for part 73 continues to read as follows:

Authority: 47 U.S.C. 154, 303, 334, 336 and 339.

2. Section 73.622 published at 71 FR 66592, November 15, 2006, is further amended in paragraph (i) by revising the entries set forth below as follows:

§ 73.622 Digital television table of allotments.

* * * * *
 (i) * * *

Community	Channel No.
KANSAS	
Derby	46
Topeka	*11, 12, 13, 27, 49
MINNESOTA	

Community	Channel No.
Duluth	*8, 10, 17, 27, 33
MISSOURI	
Osage Beach	49
MISSISSIPPI	
Jackson	7, 12, *20, 21, 41, 51
OREGON	
Bend	*11, 21, 51

Note: The following Appendix will not appear in the Code of Federal Regulations.

Appendix

Facility ID	State and city	NTSC		DTV							
		Chan	Chan	ERP (kW)	HAAT (m)	Antenna ID	Latitude (DDMMSS)	Longitude (DDMMSS)	Area (sq km)	Population (thousand)	% Interference received
166332	KS Derby	46	570	276	72676	374801	973129	23300	712	0
166546	KS Topeka	22	12	3.2	225	77171	390350	954549	15822	440	14
166511	MN Duluth	27	27	50	268	77172	464715	920721	16190	213	0.8
166319	MO Osage Beach.	49	49	204	463	77173	374910	924452	27563	605	0
166512	MS Jackson.	51	51	184	384	77174	321426	902415	24469	687	0
166534	OR Bend ..	51	51	84.1	206	75180	440440	1211956	11378	150	0

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. NHTSA-2005-22061]

RIN 2127-AJ56

Identification Requirements for Buses Manufactured in Two or More Stages

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

ACTION: Termination of Rulemaking.

SUMMARY: On August 18, 2005, NHTSA published a notice of proposed rulemaking (NPRM) proposing to amend our certification regulation to require that, in addition to the vehicle identification number (VIN), a suffix that identified attributes about the bus body be recorded on the certification label of each bus manufactured in two or more stages. The NPRM also proposed a new regulation to require manufacturers of buses manufactured in two or more stages to obtain a manufacturer's identifier and to submit information to NHTSA about the bus bodies manufactured.

NHTSA has identified an alternative approach to obtain accurate bus accident data for analysis and safety improvement that it believes is more efficient and less burdensome. Therefore, we are terminating this rulemaking.

FOR FURTHER INFORMATION CONTACT: For non-legal issues: Charles Hott, Office of Crashworthiness Standards, NVS-113, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone (202) 366-0247. Fax: (202) 366-4329. For legal issues: Edward Glancy, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2992. Fax: (202) 366-3820.

SUPPLEMENTARY INFORMATION:

Background

On November 2, 1999, the National Transportation Safety Board (NTSB) issued safety recommendations to the Department of Transportation (DOT) to develop standard definitions and classifications for each of the different bus body types and to include these definitions and classifications in the Federal motor vehicle safety standards

(FMVSSs). Specifically, NTSB recommended:

In 1 year and in cooperation with the bus manufacturers, complete the development of standard definitions and classifications for each of the different bus body types, and include these definitions and classifications in the FMVSS. (NTSB Recommendation No. H-99-43)

Once the standard definitions and classifications for each of the different bus types have been established in the Federal motor vehicle safety standards, in cooperation with the National Association of Governors' Highway Safety Representatives, amend the Model Minimum Uniform Crash Criteria's (MMUCC) bus configuration coding to incorporate the FMVSS definitions and standards. (NTSB Recommendation No. H-99-44).

The recommendations were a result of an NTSB September 1999 bus safety study titled "Bus Crashworthiness Issues." During that study, NTSB experienced difficulty in determining detailed descriptive characteristics of buses manufactured in two or more stages from the Fatality Analysis Reporting System (FARS) database. Although bus body manufacturers are required to certify that their vehicles meet the FMVSSs, they are not required to encode in the certification label affixed to the completed vehicle any descriptive information about the body they install.

In June and August of 2000, meetings were held between the Office of the Secretary of the Department of Transportation, NHTSA, Federal Motor Carrier Safety Administration, Federal Transit Administration, NTSB, bus manufacturers, and industry association representatives. At the meetings, the parties discussed whether bus configuration or bus use would be appropriate determining factors in devising a coding scheme for the final stage manufacturers' certification labels and police accident report forms. It was determined that in-service bus uses vary considerably and often change, and therefore, it would be impractical to develop bus definitions based on use. Instead, DOT determined that basic descriptive information such as length and seating configuration could be provided to better identify the type of bus body installed on the chassis. It was also determined that, in addition to the VIN, descriptive information could be encoded on the final stage manufacturer's certification label.

When buses are involved in crashes, the VIN is recorded in FARS. The name of the manufacturer is required to be on the certification label, but this information is not typically recorded on the Police Accident Report (PAR). For vehicles manufactured in one stage, the

type of vehicle and bus body information is already encoded into the VIN. However, for buses manufactured in more than one stage, the VIN only identifies the incomplete vehicle manufacturer. The final stage manufacturer's name and the bus model are not encoded in the VIN and are not recorded in the PAR.

FARS records fatalities in the following bus type categories: intercity, transit, school, other, and unknown. Little is known about the types of buses involved in the fatalities that appear in "other" and "unknown" bus type categories. These buses are typically specialty type buses that are manufactured in two or more stages. They include, for example, buses that are used for shuttle services to and from airports, for transporting the medically fragile or mobility impaired, for transporting people to and from church events, and for shuttling people from one business location to another. These buses usually incorporate a cutaway chassis provided by an incomplete vehicle manufacturer. The bus body is usually manufactured and installed by a final stage manufacturer. The FARS data for the years 2000 through 2004 revealed that there are about twelve fatalities per year that fall within the "other" or "unknown" bus type categories.

The current system requires that the VIN be recorded on the PAR filed by the State. However, inaccurate transcription of the VIN on the PAR and subsequently into the FARS database has been a recurring problem. Although the final stage manufacturer's name must be recorded on the certification label, the current system does not require that the police record this information on the PAR.

On August 18, 2005, NHTSA published an NPRM to address this issue in the **Federal Register** (70 FR 48507; Docket No. NHTSA-2005-22061). The NPRM proposed to amend Part 567—Certification, to require that a new ten-digit suffix be appended to the VIN on the certification label for buses manufactured in two or more stages. The new suffix would identify the bus body manufacturer and certain attributes about the type of bus, e.g., model number, seat configuration, and bus body length. The NPRM also proposed to add a new Part 584—Buses Manufactured in Two or More Stages, to require that bus body manufacturers of buses manufactured in two or more stages obtain a manufacturer's identifier and provide the descriptive information necessary to decode the suffix. The NPRM proposed that this information be available so that it could be collected