

Federal Communications Commission.

**Blaise A. Scinto,**

*Chief, Broadband Division, Wireless  
Telecommunications Bureau.*

[FR Doc. 2011-27585 Filed 10-24-11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Parts 523 and 535

[NHTSA 2010-0079; EPA-HQ-OAR-2010-  
0162; FRL-9455-1]

RIN 2127-AK74

### Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles

**AGENCY:** National Highway Traffic  
Safety Administration (NHTSA),  
Department of Transportation (DOT).

**ACTION:** Correcting amendments.

**SUMMARY:** This document contains  
corrections to the final rule regulations  
(49 CFR parts 523 and 535), which were  
published in the **Federal Register** of  
Thursday, September 15, 2011 (76 FR  
57106). The regulations established fuel  
efficiency standards for medium- and  
heavy-duty engines and vehicles, as  
prescribed under the Energy  
Independence and Security Act (49  
U.S.C. 32902(k)(2)).

**DATES:** *Effective Date:* November 14,  
2011.

**FOR FURTHER INFORMATION CONTACT:** Lily  
Smith, Office of Chief Counsel, National  
Highway Traffic Safety Administration,  
1200 New Jersey Avenue, SE.,  
Washington, DC 20590. Telephone:  
(202) 366-2992.

#### SUPPLEMENTARY INFORMATION:

##### Background

NHTSA and EPA published in the  
**Federal Register** of September 15, 2011,  
final rules to establish a comprehensive  
Heavy-Duty National Program that will  
increase fuel efficiency and reduce  
greenhouse gas emissions for on-road  
heavy-duty vehicles, responding to the  
President's directive on May 21, 2010,  
to take coordinated steps to produce a  
new generation of clean heavy-duty  
vehicles.

##### Need for Correction

As published, the final regulations  
inadvertently inserted a new definition  
for "base tire" in 49 CFR part 523  
instead of 49 CFR part 535. The new  
definition was intended to be applied to

heavy-duty vehicles. It was not intended  
to replace the definition of "base tire"  
for light-duty vehicles, as its current  
location would suggest. To correct the  
mistake, NHTSA is moving the  
definition to its original intended  
location in 49 CFR part 535, and adding  
the words "for heavy-duty vehicles" to  
alleviate any confusion. The previous  
definition for "base tire" for light-duty  
vehicles will be restored, and the words  
"for passenger automobiles, light trucks  
and medium-duty passenger vehicles"  
will be added.

#### List of Subjects in 49 CFR Parts 523 and 535

Fuel efficiency.

Accordingly, 49 CFR parts 523 and  
535 are corrected by making the  
following correcting amendments:

#### PART 523—VEHICLE CLASSIFICATION

■ 1. The authority citation for part 523  
continues to read as follows:

**Authority:** 49 U.S.C. 32901, delegation of  
authority at 49 CFR 1.50.

■ 2. In § 523.2, revise the definition of  
"Base tire" to read as follows:

##### § 523.2 Definitions.

\* \* \* \* \*

*Base tire* for passenger automobiles,  
light trucks and medium-duty passenger  
vehicles means the tire specified as  
standard equipment by a manufacturer  
on each vehicle configuration of a  
model type.

\* \* \* \* \*

#### PART 535—MEDIUM- AND HEAVY- DUTY VEHICLE FUEL EFFICIENCY PROGRAM

■ 3. The authority citation for part 535  
continues to read as follows:

**Authority:** 49 U.S.C. 32902; delegation of  
authority at 49 CFR 1.50.

■ 4. In § 535.4, add a definition of "Base  
tire" to read as follows:

##### § 535.4 Definitions.

\* \* \* \* \*

*Base tire* for heavy-duty vehicles  
means the tire specified as standard  
equipment by a manufacturer on each  
subconfiguration of a model type.

Issued: October 18, 2011.

**Christopher J. Bonanti,**

*Associate Administrator for Rulemaking,  
National Highway Traffic Safety  
Administration, Department of  
Transportation.*

[FR Doc. 2011-27502 Filed 10-24-11; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

#### 50 CFR Part 648

[Docket No. 0907301205-0289-02]

RIN 0648-XA767

### Fisheries of the Northeastern United States; Atlantic Herring Fishery; Adjustment to the Atlantic Herring Management Area 1A Sub-Annual Catch Limit

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

**ACTION:** Temporary rule; inseason  
adjustment.

**SUMMARY:** NMFS adjusts the 2011  
Fishing Year sub-annual catch limit for  
Atlantic Herring Management Area 1A  
due to an under-harvest in the New  
Brunswick weir fishery. This action  
complies with the 2010-2012  
specifications and management  
measures for the Atlantic Herring  
Fishery Management Plan.

**DATES:** Effective November 1, 2011,  
through December 31, 2011.

**FOR FURTHER INFORMATION CONTACT:**  
Lindsey Feldman, Fishery Management  
Specialist, 978-675-2179, Fax 978-281-  
9135.

#### SUPPLEMENTARY INFORMATION:

Regulations governing the Atlantic  
herring fishery are found at 50 CFR part  
648. The regulations require annual  
specification of the overfishing limit,  
acceptable biological catch (ABC),  
annual catch limit (ACL), optimum  
yield (OY), domestic harvest and  
processing, U.S. at-sea processing,  
border transfer and sub-ACLs for each  
management area. The 2011 Domestic  
Annual Harvest is 91,200 metric tons  
(mt); the 2011 sub-ACL allocated to  
Area 1A is 26,546 mt and 0 mt of the  
sub-ACL is set aside for research (75 FR  
48874, August 12, 2010). Due to the  
variability of Canadian catch in the New  
Brunswick weir fishery, a portion of the  
buffer between ABC and OY (the buffer  
to account for Canadian catch) is  
allocated to Area 1A, provided New  
Brunswick weir landings are lower than  
the amount specified in the buffer.

The NMFS Regional Administrator is  
required to monitor the fishery landings  
in the New Brunswick weir fishery each  
year. If the New Brunswick weir fishery  
landings through October 15 are less  
than 9,000 mt, then 3,000 mt of the weir  
fishery allocation is added to the Area  
1A sub-ACL in November of the same