

Federal Communications Commission.

Anthony J. Dale,
Managing Director.

Rule Changes

■ For the reasons discussed in the preamble, the Federal Communications Commission amends 47 CFR part 0 as follows:

PART 0—COMMISSION ORGANIZATION

■ 1. The authority citation for part 0 continues to read as follows:

Authority: 47 U.S.C. 155, unless otherwise noted.

■ 2. Section 0.467 is amended by revising the table following paragraph (a)(1) and its note, and by revising paragraph (a)(2) to read as follows:

§ 0.467 Search and review fees.

(a)(1) * * *

Grade	Hourly fee
GS-1	12.85
GS-2	13.99
GS-3	15.77
GS-4	17.70
GS-5	19.80
GS-6	22.07
GS-7	24.53
GS-8	27.17
GS-9	30.00
GS-10	33.04
GS-11	36.30
GS-12	43.51
GS-13	51.74
GS-14	61.14
GS-15	71.92

Note: These fees will be modified periodically to correspond with modifications in the rate of pay approved by Congress.

(2) The fees in paragraph (a)(1) of this section were computed at Step 5 of each grade level based on the General Schedule effective January 2007 and include 20 percent for personnel benefits.

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[FR Doc. 07-534 Filed 2-6-07; 8:45 am]

BILLING CODE 6712-01-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 15

[ET Docket No. 03-201; FCC 04-165]

Unlicensed Devices and Equipment Approval

AGENCY: Federal Communications Commission.

ACTION: Correcting amendment.

SUMMARY: On September 7, 2004, the Commission released a Report and Order in the matter of “Unlicensed Devices and Equipment Approval.” This document contains corrections to the final regulations that appeared in the **Federal Register** of September 7, 2004 (69 FR 54027).

DATES: Effective October 7, 2004.

FOR FURTHER INFORMATION CONTACT:

Nancy J. Brooks, Office of Engineering and Technology, (202) 418-2454.

SUPPLEMENTARY INFORMATION:

Background

The final regulations that are the subject of this correction relate to “Unlicensed Devices and Equipment Approval” under § 15.247 of the rules.

Need for Correction

As published, the final regulations contain an error, which requires immediate correction.

List of Subjects in 47 CFR Part 15

Communications equipment.

■ Accordingly, 47 CFR part 15 is corrected by making the following correcting amendments:

PART 15—RADIO FREQUENCY DEVICES

■ 1. The authority citation for part 15 continues to read as follows

Authority: 47 U.S.C. 154, 302a, 303, 304, 307, 336, and 544A.

§ 15.247 [Amended]

■ 2. Section 15.247 is amended by removing paragraph (b)(5) and by revising paragraph (e) and by adding paragraph (i) to read as follows:

* * * * *

(e) For digitally modulated systems, the power spectral density conducted from the intentional radiator to the antenna shall not be greater than 8 dBm in any 3 kHz band during any time interval of continuous transmission. This power spectral density shall be determined in accordance with the provisions of paragraph (b) of this section. The same method of determining the conducted output power shall be used to determine the power spectral density.

* * * * *

(i) Systems operating under the provisions of this section shall be operated in a manner that ensures that the public is not exposed to radio frequency energy levels in excess of the Commission’s guidelines. *See* § 1.1307(b)(1) of this chapter.

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Federal Communications Commission.

Marlene H. Dortch,
Secretary.

[FR Doc. E7-1993 Filed 2-6-07; 8:45 am]

BILLING CODE 6712-01-P

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

49 CFR Parts 1515, 1540, and 1572

[Docket No. TSA-2006-24191; TSA Amendment Nos. 1515—(New), 1540-8, 1570-2, and 1572-7]

RIN 1652-AA41

Transportation Worker Identification Credential Implementation in the Maritime Sector; Hazardous Materials Endorsement for a Commercial Driver’s License; Correction

AGENCY: Transportation Security Administration (TSA).

ACTION: Final rule; correction.

SUMMARY: This document contains corrections to the final rule published in the **Federal Register** on January 25, 2007. That rule requires credentialed merchant mariners and workers with unescorted access to secure areas of vessels and facilities to undergo a security threat assessment and receive a biometric credential, known as a Transportation Worker Identification Credential (TWIC). This rule correction revises a paragraph of the appeal and waiver process in part 1515. In addition, this rule correction redesignates a paragraph in part 1540 under the procedures for security threat assessment and revises text in part 1572 concerning the list of disqualifying offenses. These revisions are necessary to correct typographical errors and in one instance, to remove a word from a definition as mandated by recent legislative action.

DATES: Effective March 26, 2007.

FOR FURTHER INFORMATION CONTACT:

Christine Beyer, TSA-2, Transportation Security Administration, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-2657; facsimile (571) 227-1380; e-mail Christine.Beyer@dhs.gov.

SUPPLEMENTARY INFORMATION:

Background

On January 25, 2007, the Department of Homeland Security, through TSA and the U.S. Coast Guard (Coast Guard) published a final rule in the **Federal Register** (72 FR 3492) making technical

changes to various provisions of chapter XII, title 49 (Transportation) of the Code of Federal Regulations (CFR), and implementing the TWIC program in the maritime sector of the nation's transportation system. The final rule enhances port security by requiring security threat assessments of individuals who have unescorted access to secure areas and improving access control measures to prevent unauthorized individuals from gaining unescorted access to secure areas. The final rule amends existing appeal and waiver procedures, and expands the provisions to apply to TWIC applicants and air cargo personnel.

This rule correction document revises a paragraph in the appeal and waiver process codified in part 1515, redesignates a paragraph codified in part 1540 procedures for security threat assessment, and revises text in the list of disqualifying offenses codified in part 1572. Finally, we re-word the definition of "transportation security incident" in § 1572.103(a)(5). This definition is based on the definition of "transportation security incident" in 46 U.S.C. 70101(6), which was amended by sec. 124 of the SAFE Port Act, Public Law 109-347. We are amending the rule to conform to that statute.

Correction

■ In rule FR Doc. 07-19, published on January 25, 2007 (72 FR 3492), make the following corrections:

§ 1515.11 [Corrected]

■ 1. On page 3590, in the third column, paragraph (b)(1)(i) under § 1515.11 Review by administrative law judge and TSA Final Decision Maker, is corrected to read as follows:

§ 1515.11 Review by administrative law judge and TSA Final Decision Maker.

* * * * *

(b) * * *

(1) * * *

(i) In the case of a review of a denial of waiver, a copy of the applicant's request for a waiver under 49 CFR 1515.7, including all materials provided by the applicant to TSA in support of the waiver request; and a copy of the decision issued by TSA denying the waiver request. The request for review may not include evidence or information that was not presented to TSA in the request for a waiver under 49 CFR 1515.7. The ALJ may consider only evidence or information that was presented to TSA in the waiver request. If the applicant has new evidence or information, the applicant must file a new request for a waiver under § 1515.7

and the pending request for review of a denial of a waiver will be dismissed.

* * * * *

§ 1540.205 [Corrected]

■ 2. On page 3593 in the first column, redesignate paragraph (e) as paragraph (d) under § 1540.205 Procedures for security threat assessment.

§ 1572.103 [Corrected]

■ 3. On page 3600, in the second column, paragraphs (a)(5) and (a)(10) under § 1572.103 Disqualifying criminal offenses, are corrected to read as follows:

§ 1572.103 Disqualifying criminal offenses.

* * * * *

(a) * * *

(5) A crime involving a transportation security incident. A transportation security incident is a security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area, as defined in 46 U.S.C. 70101. The term "economic disruption" does not include a work stoppage or other employee-related action not related to terrorism and resulting from an employer-employee dispute.

* * * * *

(10) Violations of the Racketeer Influenced and Corrupt Organizations Act, 18 U.S.C. 1961, *et seq.*, or a comparable State law, where one of the predicate acts found by a jury or admitted by the defendant, consists of one of the crimes listed in paragraph (a) of this section.

* * * * *

■ 4. On pages 3600 in the third column and page 3601 in the first column, paragraphs (b)(2)(xii) through (xiii) under § 1572.103 Disqualifying criminal offenses, are corrected to read as follows:

§ 1572.103 Disqualifying criminal offenses.

* * * * *

(b) * * *

(2) * * *

(xii) Fraudulent entry into a seaport as described in 18 U.S.C. 1036, or a comparable State law.

(xiii) Violations of the Racketeer Influenced and Corrupt Organizations Act, 18 U.S.C. 1961, *et seq.*, or a comparable State law, other than the violations listed in paragraph (a)(10) of this section.

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Issued in Arlington, Virginia, on February 1, 2007.

Mardi Ruth Thompson,

*Deputy Chief Counsel for Regulations,
Transportation Security Administration.*

[FR Doc. E7-1952 Filed 2-6-07; 8:45 am]

BILLING CODE 9110-05-P

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Parts 223 and 635

[Docket No. 060313062-7010-02; I.D. 082305E]

RIN 0648-AT37

Atlantic Highly Migratory Species; Atlantic Commercial Shark Management Measures; Gear Operation and Deployment; Complementary Closures

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

ACTION: Final rule.

SUMMARY: This final rule will implement additional handling, release, and disentanglement requirements for sea turtles and other non-target species caught in the commercial shark bottom longline (BLL) fishery. These requirements increase the amount of handling, release, and disentanglement gear that are required to be on BLL vessels and are intended to reduce post hooking mortality of sea turtles and other non-target species consistent with the Highly Migratory Species (HMS) Fishery Management Plan (FMP). This final rule will also implement management measures, consistent with those recommended by the Caribbean Fishery Management Council (CFMC) and implemented by NMFS on October 28, 2005, that prohibit vessels issued HMS permits with BLL gear onboard from fishing in six distinct areas off the U.S. Virgin Islands and Puerto Rico, year-round. These six closures are intended to minimize adverse impacts to Essential Fish Habitat (EFH) for reef-dwelling species.

DATES: This final rule is effective March 9, 2007.

ADDRESSES: Copies of the Final Environmental Assessment/Regulatory Impact Review/Final Regulatory Flexibility Analysis (Final EA/RIR/FRFA) can be obtained from LeAnn S. Hogan, Highly Migratory Species Management Division at 1315 East-West Highway, Silver Spring, MD 20910.