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Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding. Members of the public should note that from the time a Notice of Proposed Rule Making is issued until the matter is no longer subject to Commission consideration or court review, all *ex parte* contacts are prohibited in Commission proceedings, such as this one, which involve channel allotments. See 47 CFR 1.1204(b) for rules governing permissible *ex parte* contacts.

For information regarding proper filing procedures for comments, see 47 CFR 1.415 and 1.420.

#### List of Subjects in 47 CFR Part 73

Television, Television broadcasting.

For the reasons discussed in the preamble, the Federal Communications Commission proposes to amend 47 CFR part 73 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.

##### § 73.622(i) [Amended]

2. Section 73.622(i), the DTV Table of Allotments under Texas, is amended by adding channel 29 and removing channel 28 at Bryan.

Federal Communications Commission.

**Clay C. Pendarvis,**

*Associate Chief, Video Division, Media Bureau.*

[FR Doc. E8-21211 Filed 9-11-08; 8:45 am]

**BILLING CODE 6712-01-P**

#### DEPARTMENT OF TRANSPORTATION

##### Pipeline and Hazardous Materials Safety Administration

#### 49 CFR Part 192

[Docket ID PHMSA-RSPA-2004-19854]

RIN 2137-AE15

##### Pipeline Safety: Integrity Management Program for Gas Distribution Pipelines

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), Department of Transportation.

**ACTION:** Proposed rule; extension of comment period.

**SUMMARY:** PHMSA is extending the period for public comment to give interested persons an additional 30 days to comment on a proposed rule to amend the Federal Pipeline Safety Regulations to require operators of gas distribution pipelines to develop and implement integrity management (IM) programs.

**DATES:** Anyone interested in filing written comments on the rule proposed in this document must do so by October 23, 2008. PHMSA will consider late filed comments so far as practicable.

**ADDRESSES:** Comments should reference Docket No. PHMSA-RSPA-2004-19854 and may be submitted in the following ways:

- *E-Gov Web Site:* <http://www.regulations.gov>. This site allows the public to enter comments on any **Federal Register** notice issued by any agency.
- *Fax:* 1-202-493-2251.
- *Mail:* DOT Docket Operations Facility (M-30), U.S. Department of Transportation, West Building, 1200 New Jersey Avenue, SE., Washington, DC 20590.
- *Hand Delivery:* DOT Docket Operations Facility, U.S. Department of Transportation, West Building, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**Instructions:** In the E-Gov Web site: <http://www.regulations.gov>, access the Notice of Proposed Rulemaking by typing "PHMSA-RSPA-2004-19854-0079" under "Search Documents" and clicking "Go." Submit your comment by clicking the yellow bubble or "Send a Comment or Submission" then following the instructions.

Identify docket number PHMSA-RSPA-2004-19854 at the beginning of your comments. For comments by mail, please provide two copies. To receive

PHMSA's confirmation receipt, include a self-addressed stamped postcard. Internet users may access all comments at <http://www.regulations.gov>, by searching for the docket number.

**Note:** PHMSA will post all comments without changes or edits to <http://www.regulations.gov> including any personal information provided.

#### FOR FURTHER INFORMATION CONTACT:

Mike Israni at (202) 366-4571 or by e-mail at [mike.israni@dot.gov](mailto:mike.israni@dot.gov).

**SUPPLEMENTARY INFORMATION:** PHMSA is extending, by 30 days, the comment period on the proposed rulemaking published on June 25, 2008 (73 FR 36015) in response to a petition from American Gas Association (AGA) and an informal request from National Association of Pipeline Safety Representatives (NAPSR). AGA requested this extension in order to allow for more time for interested persons to evaluate the proposed rulemaking and submit comments. AGA views the proposed rule as the most extensive rulemaking for gas utilities since the code was codified in the 1970s. AGA notes that there are more than 1,200 natural gas utilities—providing service to more than 70 million Americans—that will be affected by the proposed rulemaking. AGA further notes critical issues that need to be addressed that were not discussed in the Distribution Integrity Management Phase 1 Report which was used to develop the proposed rule. In addition, AGA estimates that the proposed rule's establishment of a plastic pipe database could result in the elimination of the Plastic Pipe Database Committee (PPDC) and the 16,000 data points that have been established over the last eight years. AGA notes that PPDC's scheduled semi-annual meeting on August 26-27, 2008, does not afford PPDC the proper time for their members to discuss the potential impact on their organization, review with their constituents, and submit relevant comments to the docket prior to the September 23, 2008 comment deadline. PHMSA is granting a 30-day comment period extension in an effort to allow for the potentially impacted entities to submit comments and ensure that AGA's concerns are addressed.

Background information on the proposed rule may be found on-line at the following URLs: <http://www.phmsa.dot.gov/pipeline/imp> and <http://primis.phmsa.dot.gov/dimp/>.

Issued in Washington, DC, on September 8, 2008.

Jeffrey D. Wiese,

Associate Administrator for Pipeline Safety.

[FR Doc. E8-21283 Filed 9-11-08; 8:45 am]

BILLING CODE 4910-60-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### 49 CFR Part 571

[Docket No. NHTSA-2008-0149]

RIN 2127-AK25

### Federal Motor Vehicle Safety Standards; Occupant Crash Protection

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** NHTSA is proposing to remove the sunset of a requirement in Federal Motor Vehicle Safety Standard (FMVSS) No. 208, "Occupant crash protection," that a vehicle's lap belt must be lockable to tightly secure a child restraint system. Under FMVSS No. 208, the requirement ceases to apply to designated seating positions that are equipped with a child restraint anchorage system on vehicles manufactured on or after September 1, 2012. This NPRM proposes to amend the standard such that the requirement will continue to apply after September 1, 2012, even when a child restraint anchorage system is present. Data indicate that motorists are still using vehicle belts to attach child restraint systems to a large degree, so the agency is seeking to ensure that lap belts continue to be lockable in vehicles manufactured on or after September 1, 2012.

**DATES:** You should submit your comments early enough to ensure that the Docket receives them not later than November 12, 2008.

**ADDRESSES:** You may submit comments (identified by the DOT Docket ID Number above) by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140,

1200 New Jersey Avenue, SE., between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

- *Fax:* 202-493-2251.

**Instructions:** For detailed instructions on submitting comments and additional information on the rulemaking process, see the Public Participation heading of the Supplementary Information section of this document. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carla Cuentas, Office of Crashworthiness Standards, Light Duty Vehicle Division (telephone 202-366-4583, fax 202-493-2739). For legal issues, contact Ms. Deirdre Fujita, Office of Chief Counsel (telephone 202-366-2992, fax 202-366-3820). You may send mail to these officials at the National Highway Traffic Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building, Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

##### I. Background

On March 5, 1999, NHTSA published a final rule establishing Federal Motor Vehicle Safety Standard (FMVSS) No. 225, "Child restraint anchorage systems" (49 CFR 571.225) (64 FR 10786; Docket No. 98-3390, Notice 2). The final rule required motor vehicle manufacturers to install "LATCH" child restraint anchorage systems in their vehicles,<sup>1</sup> and required child restraint

<sup>1</sup> "LATCH" stands for "Lower Anchors and Tethers for Children," a term that was developed by child restraint manufacturers and retailers to refer to the standardized child restraint anchorage system required to be installed in vehicles by FMVSS No. 225. The LATCH system is comprised of two lower anchorages and one top tether anchorage. Each lower anchorage includes a rigid round rod or bar onto which the connector of a child restraint system can be attached. The bars are located at the intersection of the vehicle seat

manufacturers to attach components to child restraints that enable the child restraint to connect to a LATCH system on a vehicle.<sup>2</sup>

The final rule also amended FMVSS No. 208, "Occupant crash protection" (49 CFR 571.208), by rescinding the "lockability" requirement for vehicles manufactured on or after September 1, 2012, with respect to vehicle seating positions that are equipped with a LATCH system. FMVSS No. 208 requires passenger vehicles to be equipped with seat belts and frontal air bags for the protection of vehicle occupants in crashes. Since September 1995, the standard requires the lap belt to be lockable to tightly secure child restraint systems, without the need to attach a locking clip<sup>3</sup> or any other device to the vehicle's seat belt webbing. This requirement, in S7.1.1.5 of FMVSS No. 208, is called the "lockability" requirement.<sup>4</sup> A lockable lap belt is best for securing CRSs if seat belts must be used because it cinches the seat belt tightly and thus allows for a more secure installation.

FMVSS No. 208 requires vehicles to be equipped with an emergency locking retractor (ELR) for Type 2 (lap/shoulder) seat belt assemblies. An ELR is a seat belt retractor that locks only in response to the rapid deceleration of the vehicle or rapid spooling out of the seat belt webbing from the retractor, and increases the comfort of the seat belt assembly as compared to an automatic locking retractor (ALR).<sup>5</sup> To meet the

cushion and seat back. The top tether anchorage is a fixture to which the tether of a child restraint system can be hooked. FMVSS No. 225 required the 3-point LATCH system at two rear seating positions, and a top tether anchorage at a third rear seating position when a third rear seating position is provided in the vehicle.

<sup>2</sup> The final rule amended FMVSS No. 213, "Child restraint systems" (49 CFR 571.213), to require the components on the child restraints, and to set performance requirements that child restraints must meet when attached to a vehicle seat assembly using the LATCH system. The requirements applied to child restraints manufactured on or after September 1, 2002. (This document uses the term "LATCH-equipped" to refer to a child restraint system equipped with the components that attach to a vehicle's LATCH system.) In addition, the rule required all child restraints to continue to be capable of being attached to a vehicle by way of the vehicle's belt system.

<sup>3</sup> A locking clip is a flat H-shaped metal clip intended to fasten together belt webbing (lap and shoulder portion) at a sliding latch plate, to prevent the webbing from sliding through.

<sup>4</sup> The procedure for demonstrating compliance with the lockability requirement is in S7.1.1.5(c) of FMVSS No. 208. The lockability requirement applies to vehicles with a gross vehicle weight rating of 4,536 kilograms (10,000 pounds) or less.

<sup>5</sup> An ALR is a seat belt retractor that locks when the continuous motion of spooling the belt out is stopped. From that point, the seat belt cannot be pulled out further without first letting the belt retract into the retractor housing.