

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

Radio broadcasting.

Federal Communications Commission.

John A Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

[FR Doc. 95-27719 Filed 11-8-95; 8:45 am]

BILLING CODE 6712-01-F

47 CFR Part 73

[MM Docket No. 95-167; RM-8699]

Radio Broadcasting Services; Claremore and Chelsea, OK

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: The Commission requests comments on a petition filed by Michael P. Stephens, requesting the reallocation of Channel 264A from Claremore to Chelsea, OK, and the modification of Station KTFR's permit to specify Chelsea as its community of license. The allotment of Channel 264A at Chelsea could provide the community with its first local aural transmission service and enable Station KTFR to operate with full Class A power of 6 kW. Channel 264A can be allotted to Chelsea in compliance with the Commission's minimum distance separation requirements, at coordinates 36-31-27 North Latitude; 95-26-55 West Longitude, which represents a site restriction of 2.0 kilometers (1.2 miles) southwest, to avoid a short-spacing to Station KGLC, Channel 265A, Miami, OK.

DATES: Comments must be filed on or before December 26, 1995, and reply comments on or before January 10, 1996.

ADDRESSES: Federal Communications Commission, Washington, DC 20554. In addition to filing comments with the FCC, interested parties should serve the petitioner, or its counsel or consultant, as follows: Michael P. Stephens, P.O. Box 1250, Sapulpa, OK 74067 (Petitioner).

FOR FURTHER INFORMATION CONTACT: Leslie K. Shapiro, Mass Media Bureau, (202) 418-2180.

SUPPLEMENTARY INFORMATION: This is a synopsis of the Commission's *Notice of Proposed Rule Making*, MM Docket No. 95-167, adopted October 24, 1995, and released November 2, 1995. The full text of this Commission decision 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 of this decision may also be purchased from the Commission's copy contractor, International Transcription Services, Inc., (202) 857-3800, 2100 M Street, NW., Suite 140, Washington, DC 20037.

Provisions of the Regulatory Flexibility Act of 1980 do not apply to this proceeding.

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List of Subjects in 47 CFR Part 73

Radio broadcasting.

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John A Karousos,

Chief, Allocations Branch, Policy and Rules Division, Mass Media Bureau.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 74-14; Notice 97]

RIN 2127-AG14

Federal Motor Vehicle Safety Standards; Occupant Crash Protection

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

ACTION: Request for comments.

SUMMARY: Air bags are now standard equipment in millions of passenger cars, light trucks, sport utility vehicles, and vans and widely regarded to be a noteworthy safety advance, especially in higher speed crashes. However, air

bags—even air bags with a lap/shoulder belt being used—are not a cure-all for every type of injury in crashes. The agency is aware of situations in which current air bag designs have undesired side effects. These include situations in which an air bag appears to have contributed to serious injuries and even death to vehicle occupants.

This document is intended to inform the public about NHTSA's actions to minimize these adverse side effects and to invite the public to share information and views with the agency.

DATES: Comments must be received by December 26, 1995.

ADDRESSES: Comments should refer to the docket and notice number of this notice and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. (Docket Room hours are 9:30 a.m.-4 p.m., Monday through Friday.)

FOR FURTHER INFORMATION CONTACT: Stephen R. Kratzke, Office of Vehicle Safety Standards, NPS-10, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Mr. Kratzke can be reached by telephone at (202) 366-5203 or by fax at (202) 366-4329.

SUPPLEMENTARY INFORMATION: Air bags are being offered on more and more light vehicles (i.e., cars, pickup trucks, vans, and sport utility vehicles). A decade ago, very few vehicles offered air bags and those that did were almost exclusively expensive luxury cars. In response to public demand, nearly every 1996 model year passenger car will be equipped with dual air bags as standard equipment. Installation of air bags is being accomplished in advance of federal statutory requirements that dual air bags be provided in all 1998 and later model year cars, and all 1999 and later model year light trucks and vans.

Air bags have an impressive overall performance record. Since 1987, they are estimated to have saved 911 lives. NHTSA estimates that in 1994 alone, air bags saved 374 lives. The agency fully expects these numbers to continue to increase.

The agency emphasizes that the presence of an air bag does not mean that it is less important for occupants to use their safety belts. Air bags are supplemental restraints. The primary means of occupant restraint, the safety belt, works in all types of crashes and is particularly effective in preventing ejection, where the air bag has limited benefits. NHTSA estimates that in 1994, safety belts saved almost 9,200 lives and prevented more than 211,000 moderate