4. In § 97.207(g) introductory text, (h) and (i) are revised to read as follows:

*

§ 97.207 Space station.

(g) The licensee of each space station must give two written, pre-space station notifications to the Wireless Telecommunications Bureau, FCC, Washington, DC 20554. Each notification must be in accord with the provisions of Articles 11 and 13 of the Radio Regulations.

(h) The licensee of each space station must give a written, in-space station notification to the Wireless Telecommunications Bureau, FCC. Washington, DC 20554, no later than 7 days following imitation of space station transmissions. The notification must update the information contained in the pre-space notification.

(i) The licensee of each space station must give a written, post-space notification to the Wireless Telecommuncations Bureau, FCC, Washington, DC 20554, no later than 3 months after termination of the space station transmissions. When the termination is ordered by the FCC, notification is required no later than 24 hours after termination.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 94-70, Notice 3]

RIN 2127-AF35

Federal Motor Vehicle Safety Standards: Door Locks and Door **Retention Components**

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

SUMMARY: This final rule amends the Federal motor vehicle safety standard pertaining to door locks and door retention components. This rule extends the standard's requirements, currently applicable only to side doors, to the back doors of passenger cars and multipurpose passenger vehicles (MPV) so equipped, including hatchbacks, station wagons, sport utility vehicles, and passenger vans, with a gross vehicle weight rating (GVWR) of 4,536 kilograms (kg) (10,000 pounds) or less.

Further, to allow for differences between side doors and back doors, including the different directions in which they open in relation to the vehicle, this rule amends certain performance requirements and test procedures to make them appropriate for back doors. Extension of the standard to back doors will reduce the likelihood of occupants being ejected through the back doors of vehicles in the event of a crash, thereby reducing fatalities and serious injuries. DATES: This final rule is effective

September 1, 1997.

The incorporation by reference of the Society of Automotive Engineers material listed in this document is approved by the Director of the Federal Register.

Any petition for reconsideration of this rule must be received by NHTSA not later than October 30, 1995. ADDRESSES: Petitions for reconsideration should refer to the docket and notice numbers noted above for this rule and be submitted to Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Room 5109, Washington, DC 20590. Docket hours are from 9:30 a.m. to 4:00 p.m., Monday through Friday. Telephone (202) 366-4949.

FOR FURTHER INFORMATION CONTACT: For other than legal issues: Dr. William Fan, Office of Vehicle Safety Standards, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone (202) 366-4922; FAX (202) 366-4329.

For legal issues: Walter Myers, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590. Telephone (202) 366-2992; FAX (202) 366–3820.

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I. Background

(a) Current Provisions

Federal Motor Vehicle Safety Standard (Standard) No. 206, Door locks and door retention components (49 CFR 571.206), specifies performance requirements for side door locks and retention components including latches, hinges, and other supporting means. These requirements are intended to minimize the likelihood of occupants being ejected from the vehicle in the event of a crash. The standard applies to passenger cars, MPVs, and trucks, and provides that components on any side door leading directly into a compartment containing one or more seating accommodations must comply with the standard. The full requirements of the standard apply to side doors other than sliding doors and cargo-type doors, to which more abbreviated requirements apply, as discussed below.

Excluded from the standard are folding doors, roll-up doors, doors designed to be easily attached to or removed from vehicles manufactured for operation without doors, and side doors equipped with wheelchair lifts that are linked to either an audible or visible alarm system that is activated when the door is open.