State	Location	Community No.	Effective date of authorization/cancellation of sale of flood insurance in community	Current effective map date	Date [1]
Virginia	West Point, town of, King William County.	510083	Apr. 16, 1975, Emerg., June 18, 1990, Reg., June 18, 1990, Susp.	June 18, 1990	June 18, 1990.
Region IV					
South Carolina	Marion County, Unincorporated Areas.	450141	July 22, 1985, Emerg., June 18, 1990, Reg., June 18, 1990, Susp.	June 18, 1990	June 18, 1990.
Region VII					
Nebraska	Scotts Bluff County, Unincorporated Areas.	310473	Apr. 25, 1980, Emerg., June 18, 1990, Reg., June 18, 1990, Susp.	June 18, 1990	June 18, 1990.

[1] Certain Federal assistance no longer available in special flood hazard areas.
Code for reading fourth column: Emerg.—Emergency; Reg.—Regular; Susp.—Suspension.

Issued: May 16, 1990.

Harold T. Duryee,

Administrator, Federal Insurance Administration.

[FR Doc. 90-11836 Filed 5-21-90; 8:45 am]

BILLING CODE 6718-21-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 73

[MM Docket No. 83-31]

Radio Broadcast Services; Moscow, Ohio; Paris, Wilmore, Morehead, Falmouth, Winchester, Carrollton, Elizabethtown, Dry Ridge, Somerset, and Williamstown, Kentucky; Correction

AGENCY: Federal Communications Commission.

ACTION: Final rule; correction.

SUMMARY: The Commission, in its synopsis of the *Memorandum Opinion and Order* in MM Docket No. 83-31 (55 FR 6645, February 26, 1990), listed the incorrect number of applicants for Channel 246C2 at Goodlettsville, Tennessee, ordered to amend their applications to meet spacing requirements to Channel 246C2 at Sommerset. Therefore, the number of applicants so ordered in sentence five of the summary paragraph is changed from seven to one.

EFFECTIVE DATE: May 2, 1990.

ADDRESSES: Federal Communications Commission, Washington, DC 20554.

FOR FURTHER INFORMATION CONTACT: Michael Ruger Mass Media Bureau, Policy and Rules Division, (202) 632-7792.

SUPPLEMENTARY INFORMATION:

List of Subjects in 47 CFR Part 73

Radio broadcasting.

Federal Communications Commission.

Roy J. Stewart,

Chief, Mass Media Bureau.

[FR Doc. 90-11882 Filed 5-21-90; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

49 CFR Parts 107, 171, 172, 173, 176, 177, 178, and 180

[Docket Nos. HM-183, 183A; Amdt. Nos. 107-20, 171-100, 172-115, 173-212, 176-27, 177-71, 178-89, and 180-2]

RIN 2137-AA42

Requirements for Cargo Tanks; Extension of Effective Date

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Final rule; revision of effective date and partial response to petitions for reconsideration.

SUMMARY: This document revises the effective date for a final rule issued under Docket Nos. HM-183/183A (June 12, 1989; 54 FR 24982). In addition, this document makes clarifications and specifies compliance dates for certain provisions contained in the final rule. RSPA is taking this action in response to petitions for reconsideration. This action partially responds to certain of the petitions for reconsideration and provides additional time for RSPA to fully evaluate and determine the merits of other issues raised by petitioners.

DATES: *Effective:* The final rule published under Docket HM-183/183A on June 12, 1989 (54 FR 24982), and the amendments contained herein are effective September 1, 1990. *Compliance:* However, compliance with the regulations as amended in part 180, with the exception of those concerning registration and design certification, is authorized from June 12, 1989.

FOR FURTHER INFORMATION CONTACT: Charles Hochman, (202) 366-4545, or Hattie Mitchell, (202) 366-4488, Office of Hazardous Materials Transportation, Research and Special Programs Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001; or Richard Singer, (202) 366-2994, Office of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION: On June 12, 1989, RSPA published a final rule (Docket Nos. HM-183/183A; 54 FR 24982) establishing new standards pertaining to the use, requalification, and manufacture of cargo tank motor vehicles. On September 15, 1989, RSPA published a document (54 FR 38233) which extended the closing date for receiving petitions for reconsideration from September 12, 1989 to November 14, 1989, and similarly extended the effective date of the final rule from December 12, 1989 to February 12, 1990. On December 6, 1989, RSPA published another document (54 FR 50382) which further extended the effective date to June 12, 1990, allowing additional time for RSPA and FHWA to study issues raised in the many petitions for reconsideration received in response to the final rule and effectively suspending mandatory compliance dates in the final rule. RSPA has now received over 1,000 petitions, some of which are substantive in nature. Because resolving certain issues has taken longer than anticipated, RSPA is extending the effective date of the final rule to September 1, 1990. RSPA expects to publish an amended final rule based on the merits of certain petitions by the end of August 1990.

In the two previous extension documents, RSPA stated that the compliance dates would be addressed in a separate document. RSPA intended to address both the compliance dates and the issues raised in the petitions in the same document. However, several petitioners and numerous telephone

callers have requested that RSPA specify the compliance dates early enough to allow persons affected by the final rule an opportunity to adjust their scheduling for compliance with the applicable provisions. RSPA agrees that these dates are essential for planning and scheduling purposes and, therefore, is addressing the compliance dates in this document rather than waiting until it completes its reconsideration with respect to the other issues in the petitions.

RSPA has given full consideration to the issues raised by petitioners concerning time frames for implementing the various provisions contained in the final rule. With certain exceptions, the compliance dates contained in this document are consistent with those recommended by petitioners.

With regard to construction of cargo tanks, the Truck Trailer Manufacturers Association (TTMA) petitioned RSPA to allow the continued construction of MC 306, MC 307 and MC 312 cargo tanks for a period of three years (instead of the 18 months provided in the final rule) and that construction of all DOT 406, DOT 407 and DOT 412 cargo tanks be postponed for a period of two years. TTMA stated that this two-year postponement is necessary because two years is the minimum development cycle for a new cargo tank. RSPA has been informed that the development of a new cargo tank may take two years. To provide for an orderly transition, particularly for small businesses, RSPA accepts TTMA's petition to allow construction of MC 306, MC 307 and MC 312 cargo tanks for three years from the effective date of the final rule. RSPA believes manufacturers of MC 331 and MC 338 cargo tanks have similar need for time to implement changes in structural design requirements. Thus, to provide for an orderly transition, RSPA will allow continued construction of MC 331 and MC 338 cargo tanks in accordance with current §§ 178.337–3 and 178.338–3, respectively, for three years. However, no cargo tank may be marked or certified to the current MC 331 or MC 338 specification with respect to structural design, or to the MC 306, MC 307 or MC 312 specification after August 31, 1993.

RSPA disagrees with TTMA's request that construction of DOT 406, DOT 407, and DOT 412 cargo tanks be postponed for two years. A two year prohibition on the construction of these new specification cargo tanks would impose an unnecessary constraint on commerce and would penalize manufacturers who are presently in a position to commence manufacture of cargo tanks meeting the new specifications. In addition, a mandatory delay in construction of these new specification cargo tanks would unnecessarily delay implementation of the safety features contained in the new specifications. Therefore, RSPA is allowing construction of cargo tanks to the new specifications to begin on the effective date of this final rule.

RSPA has received over 900 petitions, including late-filled petitions, from members of the propane gas industry. These petitioners raised objections to an apparent prohibition, contained in § 173.33(e) of the final rule, against the retention of lading in the external piping and hose reels of MC 330 and MC 331 cargo tanks during transportation. It was not RSPA's intent in the final rule to apply § 173.33(e) to MC 330 and MC 331 cargo tank motor vehicles. It was intended, in both the proposed rule and the final rule, that this provision apply only to DOT specification cargo tanks used to transport liquid hazardous materials. The current requirements, at 49 CFR 178.337–9 and 178.337–10, require that piping be protected from accident damage in all cases and RSPA has no data indicating additional controls are needed. RSPA has informed the National Propane Gas Association of this position in a letter dated March 7, 1990.

Also, the wet line provision in § 173.33(e) does not apply to the transportation of hazardous materials having relatively low hazards which are authorized to be transported in nonspecification cargo tanks, even if a DOT specification cargo tank may be used. For example, § 173.33(e) does not apply to cargo tanks used to transport materials under §§ 173.118a (combustible liquids) and 173.131 (road asphalt, or tar, liquid).

Many petitioners, including the American Petroleum Institute (API), asked that RSPA broaden the exception granted to "fuels metered for road fuel tax purposes" to include other materials. These petitioners stated that many materials are metered for other than tax purposes, and the use of a tax as a criteria for providing exceptions is inappropriate, with no safety basis. Petitioners also pointed out that many other petroleum products are not taxed, and are considered "less hazardous" than gasoline. Finally, petitioners stated that a large percentage of cargo tank motor vehicles, currently transporting materials which are permitted under the exception to be retained in the piping, exceed the specified maximum piping volume limitation. These petitioners urged RSPA to grandfather existing cargo tanks transporting gasoline in "wet lines" which exceed the 50 gallon volume limit.

The comments expressed by petitioners asking that the exception in § 173.33(e) be broadened raised new information which was not brought to our attention during the comment period for the NPRM, or during any of the subsequent hearings or public meetings. We now realize that the retention of hazardous materials product in piping during transportation is more prevalent than was indicated earlier during development of the final rule. These petitions are under consideration and will be addressed further in the subsequent document. However, RSPA anticipates certain revisions will be made to the final rule.

RSPA has been petitioned to make certain revisions in the registration requirements contained in new part 107, subpart F of the final rule. These petitions are under review. Based on the merits of several petitions, RSPA intends to make certain revisions to the final rule. RSPA has already received over 150 registration statements. RSPA will delay processing these statements until the issues raised by petitioners are resolved. In reviewing the registration statements, RSPA finds that many statements do not contain the required information. These incomplete statements will be returned to the applicants along with an indication of the reasons for their return.

Some petitioners confused the effective date of the final rule with the deadline dates for performing the first periodic tests and inspections, which were not specified in the final rule. In addition, several petitioners were under the misunderstanding that existing cargo tanks had to be in compliance with the various inspection and test requirements prior to the effective date of the final rule. Therefore, as suggested by several petitioners, the following tables are provided for clarity. Table I sets forth the time interval for performing the periodic tests and inspections presecribed in § 180.407(c) and the date by which the first test or inspection must be performed. The time for completing the first external visual inspection on vacuum tanks has been extended to allow owners additional time to complete the inspection. Table II sets forth the compliance dates for certain other requirements found in the final rule.

TABLE I.—COMPLIANCE DATES—INSPECTIONS AND RETESTS UNDER § 180.407(C)

Test or inspection (cargo tank, configuration, and service)	Date by which first test must be completed (see note)	Interval period after first test
External Visual Inspection:		
All cargo tanks designed to be loaded by vacuum with full opening rear heads	Sept. 1, 1991	6 months.
All other cargo tanks	do	1 year.
Internal Visual Inspection:		
All insulated cargo tanks, except MC 330, MC 331, MC 338	do	Do.
All cargo tanks transporting lading corrosive to the tank	do	Do.
All other cargo tanks, except MC 338	Sept. 1, 1995	5 years.
Lining/Cladding Inspection:		
All lined or clad cargo tanks transporting lading corrosive to the tank	Sept. 1, 1991	1 year.
Leakage Test:		
All cargo tanks except MC 338	do	Do.
Pressure Retest:		
All cargo tanks which are insulated with no manhole or insulated and lined, except MC 338	do	Do.
All cargo tanks designed to be loaded by vacuum with full opening rear heads	Sept. 1, 1992	2 years.
MC 330 and MC 331 cargo tanks in chlorine service	do	Do.
All other cargo tanks	Sept. 1, 1995	5 years.
Thickness Test:		
All unlined cargo tanks in corrosive service, except MC 338.	Sept. 1, 1992	2 years.

NOTE: If a cargo tank is subject to an applicable inspection or test requirement under the regulations in effect on August 31, 1990, and the due date (as specified by a requirement in effect on August 31, 1990) for completing the required inspection or test occurs before the compliance date listed in Table I, the earlier date applies.

TABLE II.—MARKING, CERTIFICATION AND CONSTRUCTION REQUIREMENTS

Applicable provision	Compliance date
No cargo tank may be marked or certified to the current MC 331 or MC 338 specification (§§ 178.337–3 and 178.338–3), or to the MC 306, MC 307, MC 312 specifications after (§ 180.405(c)(1)).	Aug. 31, 1993.
Persons who repair MC-series cargo tanks must have National Board or ASME certification after (§ 180.413(a)).	Dec. 31, 1991.
Vacuum cargo tanks must be equipped with a self-closing valve system before (§ 180.405(f)).	Sept. 1, 1993.
Retrofit or certification of manhole assemblies must be completed before (§ 180.405(g)).	Sept. 1, 1995.
Leak-tight pressure relief valves must be installed when replacing reclosing pressure relief valves on cargo tanks after (§§ 178.345–10(b) and 180.405(h)).	Aug. 31, 1992.
Re-marking of MAWP on affected MC-series cargo tanks must be completed before (§§ 173.33(c)(2) and 180.405(k)).	Jan. 1, 1991.
Construction of DOT 406, DOT 407, DOT 412 cargo tanks authorized after.	Aug. 31, 1990.
New construction of DOT 400 series cargo tanks must be equipped with dual function pressure relief devices after (§ 178.345–10(b)).	Aug. 31, 1995.

List of Subjects

49 CFR Part 173

Hazardous materials transportation, Packaging and containers, Radioactive materials, Reporting and recordkeeping requirements.

49 CFR Part 178

Hazardous materials transportation, Motor vehicle safety, Packaging and containers, Reporting and recordkeeping requirements.

49 CFR Part 180

Hazardous materials transportation, Motor carriers, Motor vehicle safety, Packaging and containers, Reporting and recordkeeping requirements.

In consideration of the foregoing, title 49, chapter I, subchapter C of the Code of Federal Regulations, is amended as follows:

PART 173—SHIPPERS—GENERAL REQUIREMENTS FOR SHIPMENTS AND PACKAGING

1. The authority citation for part 173 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1805, 1808; 49 CFR part 1, unless otherwise noted.

§ 173.33 [Amended]

2. Section 173.33, as revised at 54 FR 25005, June 12, 1989, is amended as follows:

a. In paragraph (c)(4), remove the date "December 12, 1989" and add, in its place, the date "September 1, 1990".

b. In paragraph (d)(1), remove the date "December 12, 1989" the first time it appears and add, in its place, the date "September 1, 1990", and remove the date "December 12, 1989" the second time it appears and add, in its place, the date "August 31, 1990".

PART 178—SHIPPING CONTAINER SPECIFICATIONS

3. The authority citation for part 178 continues to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1805, 1806, 1808; 49 CFR part 1.

§ 178.337-6 [Amended]

4. In § 178.337-6(a), as revised at 54 FR 25017, June 12, 1989, remove the date "December 12, 1989" and add, in its place, the date "August 31, 1990".

§ 178.345-10 [Amended]

5. In § 178.345-10(b)(3) introductory text, as added at 54 FR 25025, June 12, 1989, remove the date "June 6, 1994" and add, in its place, the date "August 31, 1995", and remove the date "June 12, 1991" and add, in its place, the date "August 31, 1992".

PART 180—CONTINUING QUALIFICATION AND MAINTENANCE OF PACKAGINGS

6. The authority citation for Part 180 is revised to read as follows:

Authority: 49 App. U.S.C. 1803, 1804, 1806, 1808; 49 CFR part 1.

§ 180.405 [Amended]

7. Section 180.405, as added at 54 FR 25033, June 12, 1989, is amended as follows:

a. In the last sentence in paragraph (b), remove the date "June 12, 1989" and add, in its place, the date "August 31, 1990", and remove the date "December 5, 1990" and add, in its place, the date "August 31, 1993".

b. In the table in paragraph (c)(1), in the line entry "MC 306, MC 307, MC 312", remove the date "Dec. 5, 1990" and add, in its place, the date "Sept. 1, 1993".

c. In paragraph (f) introductory text, remove the date "December 12, 1989" and add, in its place, the date "September 1, 1990", and in paragraphs (f)(2)(i) and (f)(4)(i), remove the date "June 12, 1992" each time it appears and add, in each place, the date "September 1, 1993".

d. In paragraph (g)(1), remove the date "June 13, 1994" and add, in its place, the date "August 31, 1995"; remove the date "December 12, 1989" the first time it appears and add, in its place, the date "September 1, 1990"; remove the date "December 12, 1989" the second time it appears and add, in its place, the date "September 1, 1990"; and remove the date "December 12, 1989" the third time it appears and add, in its place, the date "August 31, 1990".

e. In paragraph (g)(2), remove the date "December 12, 1989" and add, both places it appears, the date "September 1, 1990", and remove the date "June 13, 1994" and add, in its place, the date "August 31, 1995".

f. In paragraph (g)(3), remove the date "June 13, 1994" and add, in its place, the date "August 31, 1995".

g. In paragraph (h), remove the date "June 12, 1991" and add, in its place, the date "August 31, 1992", and remove the date "June 13, 1994" and add, in its place, the date "August 31, 1995".

§ 180.407 [Amended]

8. In § 180.407(g)(1)(iv), as added at 54 FR 25036, June 12, 1989, remove the date "June 13, 1994" and add, in its place, the date "August 31, 1995".

§ 180.413 [Amended]

9. In § 180.413(a) introductory text, as added at 54 FR 25038, June 12, 1989, remove the date "December 5, 1990" and add, in its place, the date "January 1, 1992".

§ 180.417 [Amended]

10. In § 180.417(a)(3) heading, as added at 54 FR 25039, June 12, 1989, remove the date "December 12, 1989" and add, in its place, the date "September 1, 1993".

Issued in Washington, DC on May 15, 1990, under authority delegated in 49 CFR part 1.53.

Travis P. Dungan,

Administrator.

[FR Doc. 90-11849 Filed 5-21-90; 8:45 am]

BILLING CODE 4910-10-M

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 85-15; Notice 13, Docket No. 89-10; Notice 3]

Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment; Technical Amendments

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

ACTION: Technical amendments; final rule.

SUMMARY: This notice contains technical amendments of the final rule published on May 9, 1989, which revised requirements for headlamps, the petitions for reconsideration of that rule published on February 8, 1990, and the final rule establishing requirements for Type HB5 light sources, published on April 9, 1990. The amendments provide corrected section references, and, in one instance, deletion of a conflicting phrase.

FOR FURTHER INFORMATION CONTACT: Taylor Vinson, Office of Chief Counsel, NHTSA (202-366-5263).

SUPPLEMENTARY INFORMATION: On May 9, 1989, NHTSA published amendments to Federal Motor Vehicle Safety Standard No. 108 *Lamps, Reflective Devices, and Associated Equipment* (Notice 8, 54 FR 20068). As part of that final rule, the paragraphs of the standard were renumbered. For example, paragraph S4.3.1.8 became S5.3.1.8. However, in this instance, the corresponding reference to S4.3.1.8 in Table IV (in the locational requirements for center highmounted stop lamps) was not changed to the new nomenclature, and it is necessary to do so.

The same notice adopted S7.7.5.2(a)(1)(v) relating to vertical aim with the vehicle headlamp aiming device (VHAD). The agency stated in part that means shall be provided in the VHAD for compensating for deviations in floor slope "not less than" 1.2 degrees from the horizontal. The agency intended the range of compensation to be "less than" 1.2 degrees, and therefore the word "not" is erroneous and must be deleted.

Petitions for reconsideration of the May 9 rule were received and acted upon in a rule published on February 8, 1990 (Notice 12, 55 FR 4424). Two typographical errors appeared. In Item 27, a reference in section S7.5(i) to "paragraphs S7.4 (k) and (l)" was revised to read "sections S.4 (h) and (i)", omitting the "7" after "S". In Item 37, an amendment to "S7.7.5(c))(1)" should have been to "S7.7.5.2(c)(1)".

Finally, there remains an inadvertent conflict to be resolved with reference to sections S7.6(c) and S7.6(d). S7.6(c) in pertinent part specifies upper beam performance requirements for Type HB3 light sources, and S7.6(d), lower beam performance requirements for Type HB4 light sources. The final rule published on April 9, 1990 (55 FR 13138) added Figure 26 to the standard. This Figure is intended to assist in understanding the requirements of bulb and headlamp combinations. In part, it addresses the use of HB3 and HB4 light sources for either upper or lower beam. Such use is permissible since there is no filament life requirement, and thus no reason to

have the lower beam use a longer life filament. The amendments of May 9, 1989, deleted filament life requirements, but did not delete the words "on the upper beam" and "on the lower beam" from S7.6(c) and S7.6(d). The recent addition of Table 26 has resulted in an inadvertent conflict in the standard because S7.6(c) and S7.6(d) with their specific beam references can be interpreted as forbidding their use for other beams, or that when used for other beams, there is no required performance. The solution is to delete the specific beam references, so that Figure 26 may become unambiguous with respect to use of HB3 and HB4 light sources.

Because the amendments are technical in nature and have no substantive impact, it is hereby found that notice and public comment thereon are unnecessary. Further, because the amendments are technical in nature, it is hereby found for good cause shown that an effective date earlier than 180 days after issuance of the rule is in the public interest, and the amendments are effective upon publication in the **Federal Register.**

List of Subjects in 49 CFR Part 571

Imports, Motor vehicle safety, Motor vehicles.

In consideration of the foregoing part 571 of 49 CFR is amended as follows:

PART 571—AMENDED

1. The authority citation for part 571 continues to read as follows:

Authority: 15 U.S.C. 1392, 1401, 1403, 1407; delegation of authority at 49 CFR 1.50.

§571.108 [Amended]

2. In section S7.6(c), the phrase "on the upper beam" appearing in the second and third sentences is removed.

3. In section S7.6(d), the phrase "on the lower beam" appearing twice in the second sentence is removed.

4. In section S7.7.5.2(a)(1)(v), the word "not" is removed.

5. In section S7.7.5.2(c)(1), the words "The headlamp assembly (the headlamp(s) and the integral or separate VHAD mechanism)", are removed and the phrase "The headlamp assembly (the headlamp(s), and the VHAD(s))" is inserted in their place.

6. In Table IV, the reference to "S4.3.1.8" appearing in the second and fourth columns with reference to "high-mounted stop lamps" is revised to read "S5.3.1.8".

Issued on May 16, 1990.

Jeffrey R. Miller,

Deputy Administrator.

[FR Doc. 90-11754 Filed 5-21-90; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

50 CFR Part 661

[Docket No. 90515-9115]

Ocean Salmon Fisheries Off the Coasts of Washington, Oregon, and California

AGENCY: National Marine Fisheries Service (NMFS), NOAA, Commerce.

ACTION: Notice of inseason adjustment.

SUMMARY: NOAA announces the adjustment of the closure date of the commercial salmon fishery in the exclusive economic zone (EEZ) from Sisters Rocks to House Rock, Oregon. The closure date of this fishery is changed from May 14, 1990 to May 24, 1990. The requirement to close the fishery upon attainment of a quota of 6,200 chinook salmon remains in effect. The Director, Northwest Region, NMFS (Regional Director), has determined that this adjustment is necessary to provide commercial salmon fishermen additional opportunity to harvest available Rogue River spring chinook salmon. This action is intended to allow maximum harvest of the target salmon stock while not increasing fishery impacts on other salmon stocks, particularly Klamath River chinook salmon.

DATES: The closure date of the commercial salmon fishery in the EEZ from Sisters Rocks to House Rock, Oregon, is adjusted from May 14, 1990 to May 24, 1990. Actual notice to affected fishermen was given prior to 2400 hours local time, May 14, 1990, through a special telephone hotline and U.S. Coast Guard notice-to-mariners broadcasts as provided by 50 CFR 661.20, 661.21, and 661.23 (as amended May 1, 1989).

ADDRESSES: Comments may be mailed to Rolland A. Schmitten, Director, Northwest Region, National Marine Fisheries Service, 7600 Sand Point Way NE., BIN C15700, Seattle, WA 98115-0070. Information relevant to this notice has been compiled in aggregate form and is available for public review during business hours at the office of the NMFS Northwest Regional Director.

FOR FURTHER INFORMATION CONTACT: William L. Robinson at 206-526-6140.

SUPPLEMENTARY INFORMATION: Regulations governing the ocean salmon fisheries are published at 50 CFR part 661. In its preseason notice of 1990 management measures (55 FR 18894, May 7, 1990), NOAA announced that the 1990 commercial fishery for all salmon except coho in the subarea from Sisters Rocks to House Rock, Oregon, would begin on May 1 and continue through the earlier of May 14 or the attainment of a quota of 6,200 chinook salmon.

Based on the best available information, less than 100 chinook salmon have been landed through May 9, 1990. Inclement weather has been the limiting factor on catch rates in this fishery which is intended to harvest Rogue River spring chinook salmon. Extension of the season through May 24, 1990, is expected to provide commercial salmon fishermen additional opportunity to harvest available fish of the target salmon stock, while not increasing fishery impacts on other salmon stocks, particularly Klamath River chinook salmon.

Regulations at 50 CFR 661.21(b)(1)(i) authorize inseason changes in fishing seasons. Therefore, the closure date of the commercial salmon fishery in the subarea from Sisters Rocks to House Rock, Oregon, is changed from May 14, 1990 to May 24, 1990. The requirement to close the fishery upon attainment of a quota of 6,200 chinook salmon, the establishment of a closed area 6 to 200 nautical miles of shore, and all other restrictions stated in the preseason notice of management measures remain in effect.

In accordance with the revised inseason notice procedures of 50 CFR 661.20, 661.21, and 661.23, actual notice to fishermen of this change in the closure date was given prior to 2400 hours local time, May 14, 1990, by telephone hotline number (206) 526-6667 and by U.S. Coast Guard Notice to Mariners broadcasts on Channel 16 VHF-FM and 2182 KHz.

The Regional Director consulted with representatives of the Pacific Fishery Management Council, the Oregon Department of Fish and Wildlife, and the California Department of Fish and Game regarding a change in the closure date of the commercial fishery between Sisters Rocks and House Rock, Oregon. The State of Oregon will manage the commercial fishery in State waters adjacent to this area of the EEZ in accordance with this federal action. This notice does not apply to other fisheries which may be operating in other areas.

Because of the need for immediate action, the Secretary of Commerce has determined that good cause exists for