

showing compliance with regulatory requirements outside of Subpart B. This material has been incorporated in the proposed revision to AC25-7, and following its issuance, Order 8110.8 will be canceled.

Many of the proposed revisions to the Subpart B guidance have resulted from efforts to harmonize with the JAA and TCA to establish standardized regulatory requirements and means of compliance. To aid the readers in their review of the proposed revisions to the Subpart B guidance, deletions are denoted by "strikeout" text (i.e.), while new and revised material is underlined (i.e., *new text*) and denoted by revision bars in the left margin.

Since harmonization efforts related to guidance and policy material not related to Subpart B have been fairly limited to date, the FAA is unable to make a determination on the feasibility of publishing a fully harmonized flight test guide during this revision. It is more probable that the comments received from the JAA and TCA will be transmitted to the appropriate technical specialists for resolution as part of the next revision to AC 25-7.

The proposed revision to AC 25-7 provides a means of compliance with part 25 as amended through Amendment 25-84, effective July 10, 1995. Some of the incorporated material, which reflects established FAA policy, has also been published in conjunction with proposed part 25 rule changes. An example of an overlap condition is the proposed 1g stall criteria of NPRM 95-17 (61 FR 1260, January 18, 1996); the 1g stall criteria has been applied to many transport airplane certifications over the last decade and consequently is published in an appendix to the proposed AC 25-7 revision.

The proposed revision to AC 25-7 is also intended to serve as a repository for historical information related to the certification of transport category airplanes. The FAA considers it important to retain those noncurrent regulations and guidance materials that are of significance, to provide a better understanding of the current standards. As such, Civil Aviation Regulations (CAR) 4b, Special Regulations (SR) 422, 422A, and 422B, which developed performance standards for turbojet-powered airplanes, are contained in Appendix 1. Similarly, Appendix 2 contains historical guidance material related to determining accelerate-stop distances, which can also be used for the certification of derivative and modified airplane types, where appropriate. Commenters are requested

to provide their views on the merits of retaining such information in AC 25-7.

Order 8110.8 contained what could be termed "practical aids" in some appendices; one appendix provided a cross reference listing of CAR 4b and FAR part 25 regulations, while another presented an example of a certification flight test program. The FAA considers it worthwhile to continue publishing a sample flight test program, particularly for the smaller modification enterprises. To that end, the proposed revision to AC 25-7 presents a sample flight test program in Appendix 6; that program is reproduced from Order 8110.8 and is intended only to serve as an example in terms of format and general content. Commenters are requested to provide their views on the merits of publishing an updated version of this sample flight test program in the revised AC 25-7.

Due to the sheer volume of material in the proposed revision to AC 25-7, interested parties are encouraged to either make copies of the document or to divide it into appropriate segments to ensure adequate time for review by the pertinent specialists, particularly since some material will require review by specialists from more than one discipline.

For the ease of the reader, the FAA has modified the standard AC page numbering system for the proposed AC 25-7 revision. With the exception of Chapter 8, which has no specific regulatory reference, a three-element page numbering system has been used, the first number being the chapter, the second number the section, and the third number the page number within that section (e.g., pg. 2-3-6 is page 6 of Chapter 2, Section 3). Each "chapter" of AC 25-7 corresponds to a Subpart of part 25, and each "section" corresponds to the major subgroups of regulations within individual subparts. The standard AC page numbering system will be incorporated for the final release of the revised AC.

Issued in Renton, Washington, on March 20, 1996.

Ronald T. Wojnar,
Manager, Transport Airplane Directorate
Aircraft Certification Service.

[FR Doc. 96-8035 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-13-M

Proposed Establishment of the Sheppard AFB, Wichita Falls, TX, Class C Airspace Area; Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: This notice is announcing a fact-finding informal airspace meeting to solicit information from airspace users and others concerning a proposal to establish Class C airspace at Sheppard AFB, Wichita Falls, TX. The United States Air Force is holding this meeting to provide interested parties the opportunity to present input on the proposal. All comments received during the meeting will be considered prior to any establishment or issuance of a notice of proposed rulemaking.

TIME AND DATE: The informal airspace meeting will be held on Thursday, May 16, 1996, starting at 7:00 p.m. comments must be received on or before May 1, 1996.

PLACE: Multi-purpose Event Center's Exhibit Hall, The Lecture Room, 1000 5th Street, Wichita Falls, TX 76301.

COMMENTS: Send or deliver comments on the proposal in triplicate to: Manager, Air Traffic Division, ASW-500, Federal Aviation Administration, 2601 Meacham Blvd., Fort Worth, TX 76137-4298.

FOR FURTHER INFORMATION CONTACT: Alvin DeVane, FAA, Southwest Regional Office, ASW-530, (817) 222-5568.

SUPPLEMENTARY INFORMATION:

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by a representative of the FAA Southwest Region. Representatives from the FAA will present a formal briefing on the proposed establishment of the Class C airspace area. Each participant will be given an opportunity to deliver comments or make a presentation.

(b) The meeting will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA panel will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the panel to allocate an appropriate amount of time for each presenter. The panel may allocate the time available for each presentation in order to accommodate all speakers. The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel. The meeting may be adjourned at any time if all persons present have had the opportunity to speak.

(d) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants wishing to submit handout material should present *three* copies to the presiding officer. There should be

additional copies of each handout available for other attendees.

(e) The meeting will not be formally recorded. However, a summary of the comments made at the meeting will be filed in the docket.

Agenda for the Meeting

Opening Remarks and Discussion of Meeting Procedures
Briefing on Background for Proposal Public Presentations
Closing Comments

Issued in Washington, DC, on March 27, 1996.

Nancy B. Kalinowski,
Acting Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 96-8034 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Announcing the General Estimates System Users Meeting

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

ACTION: Meeting Announcement.

SUMMARY: This notice announces a public meeting at which NHTSA will conduct a National Accident Sampling System General Estimates System (GES) Users Meeting. The users are those members of the highway safety community that analyze data from the General Estimates System.

DATE AND TIME: The meeting is scheduled from 9:30 a.m. to 11:30 a.m., on Monday, April 15, 1996.

ADDRESSES: The meeting will be held in Rooms 3200-04 of the U.S. Department of Transportation Building, which is located at 400 Seventh Street, S.W., Washington, D.C.

SUPPLEMENTARY INFORMATION: NHTSA is reviewing the GES data elements to identify which may be deleted, modified or added to better support their data users in the highway safety community. The attendees will be able to provide information and discuss their recommendations to NHTSA on data elements that could be collected in GES and would support their analytic efforts for the highway safety community. A complete list of the GES variables is available from the contact listed below. Comments are requested prior to the meeting.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the meeting coordinator.

FOR FURTHER INFORMATION CONTACT:

Ms. Terry Shelton, General Estimates System, National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590, telephone: (202) 366-5362; Internet: tshelton@nhtsa.dot.gov; fax: (202) 366-7078.

William A. Boehly,

Associate Administrator for Research and Development.

[FR Doc. 96-8175 Filed 4-2-96; 8:45 am]

BILLING CODE 4910-59-P

Surface Transportation Board

[Ex Parte No. 388]

State Intrastate Rail Rate Authority Public Law 96-448

AGENCY: Surface Transportation Board.

ACTION: Notice that regulatory jurisdiction formerly exercised by certain States over intrastate rail transportation ceased to be effective as of January 1, 1996.

SUMMARY: The Board is giving notice that the authority of certain States to regulate intrastate rail matters was terminated by the ICC Termination Act of 1995, effective January 1, 1996.

EFFECTIVE DATE: January 1, 1996.

FOR FURTHER INFORMATION CONTACT:

Beryl Gordon, (202) 927-5610. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Prior to January 1, 1996, old 49 U.S.C. 11501(b)(1) provided that States could exercise jurisdiction over intrastate transportation by a rail carrier furnishing transportation subject to the jurisdiction of the Interstate Commerce Commission (ICC) under old 49 U.S.C. 10501, but only if the appropriate State authority exercised jurisdiction exclusively in accordance with the provisions of old 49 U.S.C. 10101-11917. To exercise jurisdiction over intrastate rates, a State had to be certified under old 49 U.S.C. 11501(b)(2)-(5). Under the certification regime, States that desired to regulate intrastate rail matters were required to adopt standards and procedures in accordance with those used by the ICC to regulate interstate rail matters. The ICC, if it determined that a State's standards and procedures were in accordance with federal law, was required to certify the State authority. Certification continued for a 5-year period commencing on the date of certification; and if, prior to the end of the 5-year period, the State resubmitted its standards and procedures, its regulatory authority could be recertified.

As of December 31, 1995, the following States were certified (technically, "recertified") to exercise jurisdiction over intrastate rail rates, classifications, rules, and practices: Alabama, Arkansas, Colorado, Georgia, Iowa, Kansas, Kentucky, Maryland, Michigan, Minnesota, Mississippi, Montana, New Mexico, New York, North Dakota, Oklahoma, Oregon, South Carolina, Virginia, West Virginia, and Wisconsin. See 60 FR 42181 (8/15/95) (Alabama); 60 FR 16664 (3/31/95) (Arkansas); 56 FR 28924 (6/25/91) (Colorado); 60 FR 42181 (8/15/95) (Georgia); 55 FR 51511 (12/14/90) (Iowa); 60 FR 42181 (8/15/95) (Kansas); 56 FR 9738 (3/7/91) (Kentucky); 55 FR 50783 (12/10/90) (Maryland); 55 FR 51356 (12/13/90) (Michigan); 56 FR 9977 (3/8/91) (Minnesota); 60 FR 12784 (3/8/95) (Mississippi); 60 FR 49631 (9/26/95) (Montana); 58 FR 17626 (4/5/93) (New Mexico); 55 FR 48931 (11/23/90) (New York);¹ 56 FR 446 (1/4/91) (North Dakota); 60 FR 46134 (9/5/95) (Oklahoma);² 57 FR 11970 (4/8/92) (Oregon); 60 FR 56066 (11/6/95) (South Carolina); 59 FR 60164 (11/22/94) (Virginia); 60 FR 62476 (12/6/95) (West Virginia); and 60 FR 49286 (9/22/95) (Wisconsin).

The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), enacted on December 29, 1995, and effective January 1, 1996, abolished the ICC but transferred certain of its rail regulatory functions to a newly created Surface Transportation Board (Board). See ICCTA Section 101 (abolition of the ICC). See also new 49 U.S.C. 701(a) (establishment of the Board) and new 49 U.S.C. 10101-11908 (new regulatory provisions applicable to rail carriers).

The *new law* (the law in effect on and after January 1, 1996) differs in several important respects from the *old law* (the law in effect prior to January 1, 1996). For present purposes, it suffices to note that the certification regime of old 49 U.S.C. 11501(b)(2)-(5) no longer exists, because the underlying State regulatory role no longer exists. See new 49 U.S.C. 10501(a)(2)(A) (jurisdiction of the Board extends to transportation between a place in a State and a place in the same State as part of the interstate rail network), and new 49 U.S.C. 10501(b) (jurisdiction of the Board is exclusive). It follows that the certifications (technically, the "recertifications") that were effective as of December 31, 1995, ceased to be effective as of January 1,

¹ On 12/13/95, the State of New York filed a recertification application, which automatically resulted in a provisional recertification.

² On 10/26/95, the State of Oklahoma filed a recertification application, which automatically resulted in a provisional recertification.