

States are relatively low, not exceeding 15 percent of total shipments in the last three years. U.S. imports of dry natural gas declined as a percent of total U.S. shipments in January to May, 1996, compared with the same period of 1995. Projections of future aggregate imports, such as those of the *GRI Baseline Projection of U.S. Energy Supply and Demand*, cannot be used in determining import impact under the Trade Act of 1974.

With regard to the certification of workers at Equitable Resources Energy Company (TA-W-32,251), the record shows that that certification was based on Equitable Resources' increasing corporate imports of natural gas in the relevant time period. Penn Virginia Oil and Gas Corporation did not import crude oil or natural gas.

#### Conclusion

After reconsideration on remand, I affirm the original notice of negative determination of eligibility to apply for adjustment assistance for workers and former workers of Penn Virginia Oil and Gas Corporation, Kingsport, Tennessee, and the states of West Virginia and Kentucky.

Signed in Washington, D.C. this 22nd day of November, 1996.

Russell T. Kile,

*Program Manager, Policy and Reemployment Services, Office of Trade Adjustment Assistance.*

[FR Doc. 96-30919 Filed 12-4-96; 8:45 am]

BILLING CODE 4510-30-M

[TA-W-32,598, TA-W-32,598E]

#### **Strick Corporation, Casa Grande, AZ, Monroe, IN; Amended Certification Regarding Eligibility To Apply for Worker Adjustment Assistance**

In accordance with Section 223 of the Trade Act of 1974 (19 USC 2273) the Department of Labor issued a Certification of Eligibility to Apply for Worker Adjustment Assistance on August 27, 1996, applicable to all workers of Strick Corporation located in Casa Grande, Arizona. The notice was published in the Federal Register on September 25, 1996 (61 FR 50332).

At the request of the company, the Department reviewed the certification for workers of the subject firm. New Information provided by the company shows that worker separations have occurred at the Strick Corporation production facility in Monroe, Indiana. The workers, including support staff, are engaged in employment related to the production of truck trailers.

The intent of the Department's certification is to include all workers of

the subject firm who were adversely affected by increased imports. Accordingly, the Department is amending the certification to cover all workers of Strick Corporation in Monroe, Indiana.

The amended notice applicable to TA-W-32,598 is hereby issued as follows:

"All workers of Strick Corporation, Casa Grande, Arizona (TA-W-32,598) and Monroe, Indiana (TA-W-32,598E), who became totally or partially separated from employment on or after July 18, 1995 are eligible to apply for adjustment assistance under Section 223 of the Trade Act of 1974."

Signed at Washington, D.C. this 21st day of November 1996.

Russell T. Kile,

*Program Manager, Policy and Reemployment Services, Office of Trade Adjustment Assistance.*

[FR Doc. 96-30920 Filed 12-4-96; 8:45 am]

BILLING CODE 4510-30-M

#### **NATIONAL ARCHIVES AND RECORDS ADMINISTRATION**

##### **Records Schedules; Availability and Request for Comments**

**AGENCY:** National Archives and Records Administration, Office of Records Administration.

**ACTION:** Notice of availability of proposed records schedules; request for comments.

**SUMMARY:** The National Archives and Records Administration (NARA) publishes notice at least once monthly of certain Federal agency requests for records disposition authority (records schedules). Records schedules identify records of sufficient value to warrant preservation in the National Archives of the United States. Schedules also authorize agencies after a specified period to dispose of records lacking administrative, legal, research, or other value. Notice is published for records schedules that (1) propose the destruction of records not previously authorized for disposal, or (2) reduce the retention period for records already authorized for disposal. NARA invites public comment on such schedules, as required by 44 U.S.C. 3303a(a).

**DATES:** Requests for copies must be received in writing on or before January 21, 1997. Once the appraisal of the records is completed, NARA will send a copy of the schedule. The requester will be given 30 days to submit comments.

**ADDRESSES:** Address requests for single copies of schedules identified in this

notice to the Records Appraisal and Disposition Division (NIR), National Archives and Records Administration, College Park, MD 20740. Requesters must cite the control number assigned to each schedule when requesting a copy. The control number appears in the parentheses immediately after the name of the requesting agency.

**SUPPLEMENTARY INFORMATION:** Each year U.S. Government agencies create billions of records on paper, film, magnetic tape, and other media. In order to control this accumulation, agency records managers no longer need the records and what happens to the records after this period. Some schedules are comprehensive and cover all the records of an agency or one of its major subdivisions. These comprehensive schedules provide for the eventual transfer to the National Archives of historically valuable records and authorize the disposal of all other records. Most schedules, however, cover records of only one office or program or a few series of records, and many are updates of previously approved schedules. Such schedules also may include records that are designated for permanent retention.

Destruction of records requires the approval of the Archivist of the United States. This approval is granted after a thorough study of the records that takes into account their administrative use by the agency of origin, the rights of the Government and of private persons directly affected by the Government's activities, and historical or other value.

This public notice identifies the Federal agencies and their subdivisions requesting disposition authority, includes the control number assigned to each schedule, and briefly describes the records proposed for disposal. The records schedule contains additional information about the records and their disposition. Further information about the disposition process will be furnished to each requester.

##### **Schedules Pending**

1. Department of Energy, Energy Information Administration (N1-434-96-2). Route administrative and housekeeping files, survey and input forms of energy statistics, authors' drafts, and printing negatives.

2. Department of State, All Foreign Service Posts (N1-84-97-1). Duplicative records relating to political and economic matters.

3. Bureau of Engraving and Printing (N1-318-97-1). Video stock footage.

4. Panama Canal Commission (N1-185-96-8). Routine housing building space and land management records.

5. Postal Rate Commission (N1-458-96-4). Compliance statements, notices, orders, comments and visit records maintained outside of official docket files.

Dated: November 22, 1996.

James W. Moore,

Assistant Archivist for Records Administration.

[FR Doc. 96-30938 Filed 12-4-96; 8:45 am]

BILLING CODE 7515-01-M

## NATIONAL TRANSPORTATION SAFETY BOARD

### Reporting Statistics—Airlines

**AGENCY:** National Transportation Safety Board.

**ACTION:** Notice of proposed statistical reporting changes and request for comment.

**SUMMARY:** The NTSB has developed a proposed system for classifying airline accidents based upon the severity of their consequences. An improved classification system that provides more meaningful measures of the level of safety of airline transportation is required by the FAA Reauthorization Act. This notice provides a description of the proposed classification system and of several additional accident parameters that the NTSB intends to publish. Many of the statistics focus on passenger injuries.

**DATES:** The law to which this action is a response was signed by the President on October 9, 1996, and requires that the NTSB complete development of the new classification system by January 7, 1997. Comments are due December 16, 1996. The NTSB will attempt to consider comments received after that date, as staff time and resources permit.

**ADDRESSES:** Comments must be submitted either by electronic mail (AirStats@ntsb.gov) or by other means to: Analysis and Data Division (R-50), ATTN: Airline Statistics, National Transportation Safety Board, 490 L'Enfant Plaza, S.W., Washington, D.C. 20594-2000.

**FOR FURTHER INFORMATION CONTACT:** Stan Smith (202) 314-6550.

**SUPPLEMENTARY INFORMATION:** The NTSB believes that its proposal is fully responsive to the law, and in fact exceeds its requirements. There is no intention to change the definition of an accident ("an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person

suffers death or serious injury, or in which the aircraft receives substantial damage").

Airline safety statistics that the NTSB published in recent years include: the number of accidents and fatal accidents; overall and fatal accident rates using flight hours, departures, and miles as normalizing factors; and the numbers of fatalities aboard and total. These statistics have been presented for each year of a several-year series. None of the statistics, taken alone can be considered an accurate measure of airline safety and can be misleading. For example, some fatal accidents involving only ground crew fatalities pose no threat to the aircraft or its occupants. Yet the fatal accident statistics have counted such accidents equal to those resulting in the total destruction of an aircraft with no survivors.

While the NTSB has found no single index that perfectly indicates the state of airline safety, it believes the new classification system is an improvement over the current statistics. For each safety statistic described herein, the NTSB has developed sample charts using historical data, estimated data, and partial-year data for 1996. These samples are available at the above address, Room 5111, and on the NTSB world wide web site (<http://www.ntsb.gov>).

#### a. Accident Severity Classification for Airline Accidents

In the proposed classification system below, each accident involving a Part 121 aircraft is placed into one of four mutually exclusive and collectively exhaustive categories. If an accident involves more than one Part 121 aircraft, the accident is placed into the category appropriate to the most severe consequences to any of those aircraft. Such an accident counts only once (rather than counting once for each of the Part 121 aircraft involved.) The four accident categories, defined in terms of the injuries and aircraft damage that resulted from the accident are:

*I. "Major" Accident*—an accident in which any of three conditions is met: (1) a Part 121 aircraft was destroyed, (2) there were multiple fatalities, or (3) there was one fatality and a Part 121 aircraft was substantially damaged.

*II. "Severe" Accident*—an accident in which at least one of two conditions is met: (1) there was one fatality without substantial damage to a Part 121 aircraft, or (2) there was at least one serious injury and a Part 121 aircraft was substantially damaged.

*III. "Injury" Accident*—a nonfatal accident with at least one serious injury and without substantial damage to a

Part 121 aircraft. (*These often involve abrupt maneuvers, turbulence, evacuation, or scalding.*)

*IV. "Damage" Accident*—an accident in which no person was killed or seriously injured, but in which any aircraft was substantially damaged.

The NTSB reports the numbers of accidents in each category and corresponding accident rates per flight hour and/or departure. These statistics are reported for the industry as a whole and not by airline, aircraft type, etc. The Board believes that accident statistics reported in the form described above will be useful to the aviation safety community, the press, and the public in assessing the state of aviation safety.

#### B. Destroyed Aircraft Statistics for Airline Accidents

The NTSB reports the number of destroyed aircraft and the corresponding rate by hours and/or departures. These statistics are reported for U.S. airline operations as a whole and are not reported by airline, aircraft type, etc. Accident statistics reported in this form are expected to be of particular interest to the aviation safety community, but will be useful to the press and the public in understanding the state of aviation safety.

#### C. Passenger Injury Statistics for Passenger Operations of Airlines

The NTSB reports numbers of fatally and seriously-injured passengers and their corresponding passenger injury rates by passenger miles and/or passenger enplanements. Rates will be reported inversely to the way they are customarily presented—for example, passenger miles per fatality rather than fatalities per million passenger miles. We believe that this convention will have greater meaning to the typical consumer of the information. These statistics are reported for U.S. airline passenger operations as a whole and are not reported by airline, aircraft type, etc. Passenger injury statistics reported in this form are expected to be particularly useful to the press and the public in assessing aviation safety, and will be another safety indicator of interest to the aviation community.

#### D. Passenger Fatality Accident List

The NTSB publishes a list of accidents that caused passenger fatalities aboard U.S. airlines. The list includes the airline, the aircraft model, and the number of passenger fatalities and survivors.

#### E. Passenger Fatality Time Line

The NTSB publishes a graphical portrayal of passenger fatalities aboard