

backstop requirement as a result of a failure to complete the accelerated rulemaking in accordance with the statute, the requirement to collect and model data for the applicable type of lamp shall continue for two years after the compliance date of the backstop requirement. (42 U.S.C. 6295(l)(4)(I)(i) and (ii))

C. Three-Way Incandescent Lamps

For 3-way incandescent lamps, the exponential growth forecast projected the benchmark unit sales estimate for 2015 to be 48,603,000 units. The NEMA-provided shipment data reported shipments of 32,665,000 units in 2015. As this finding is only 67.2 percent of the estimate, DOE will continue to track 3-way incandescent lamp sales data and will not initiate regulatory action for this lamp type at this time.

D. 2,601–3,300 Lumen General Service Incandescent Lamps

For 2,601–3,300 lumen general service incandescent lamps, the exponential growth forecast projected the benchmark unit sales estimate for 2015 to be 34,175,000 units. The NEMA-provided shipment data reported shipments of 4,049,000 units in 2015. As this finding is 11.8 percent of the estimate, DOE will continue to track 2,601–3,300 lumen general service incandescent lamp sales data and will not initiate regulatory action for this lamp type at this time.

E. Shatter-Resistant Lamps

For shatter-resistant lamps, the exponential growth forecast projected the benchmark unit sales estimate for 2015 to be 1,675,000 units. The NEMA-provided shipment data reported shipments of 689,000 units in 2015. As this finding is only 41.1 percent of the estimate, DOE will continue to track shatter-resistant lamp sales data and will not initiate regulatory action for this lamp type at this time.

V. Conclusion

The shipments for rough service lamps, 3-way incandescent lamps, 2,601–3,300 lumen general service incandescent lamps, and shatter-resistant lamps did not cross the statutory threshold for a standard. DOE will continue to monitor these four currently exempted lamp types and will assess 2016 sales by March 31, 2017, in order to determine whether an energy conservation standards rulemaking is required, consistent with 42 U.S.C. 6295(l)(4)(D) through (H). The actual unit sales for vibration service lamps are 272.5 of the benchmark unit sales estimate. Therefore, DOE will begin an

accelerated energy conservation standard rulemaking for vibration service lamps that must be completed by December 31, 2016.

VI. Review Under the National Environmental Policy Act of 1969

DOE has determined that this proposed action falls into a class of actions that are categorically excluded from review under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*) and DOE's implementing regulations at 10 CFR part 1021. Specifically, this proposed action would find that for vibration service lamps energy conservation standards would be appropriate. However, this proposed action would not establish energy conservation standards at this time, and, therefore, would not result in any environmental impacts. Thus, this action is covered by Categorical Exclusion A6 "Procedural rulemakings" under 10 CFR part 1021, subpart D. Accordingly, neither an environmental assessment nor an environmental impact statement is required.

Issued in Washington, DC, on March 28, 2016.

Kathleen B. Hogan,

Deputy Assistant Secretary for Energy Efficiency, Energy Efficiency and Renewable Energy.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. FAA-2015-1621]

Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes; Notice of Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The FAA announces public meeting on its proposal to revise Part 23 Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes. The purpose of the public meeting is for the FAA to explain and answer questions concerning the language related to its Notice of Proposed Rulemaking (NPRM) (81 FR 13452, March 14, 2016).

DATES: The public meetings will be held on the following dates: (Note that the meetings may be adjourned early if the agenda is completed in less time than is scheduled for the meetings.)

- May 3, 2016 from 8:00 a.m. until no later than 5:00 p.m.
- May 4, 2016 from 8:00 a.m. until no later than 5:00 p.m.

The NPRM written comment period will close on May 13, 2016.

ADDRESSES: The May 3 and 4, 2016, public meeting will be held at the Georgia International Convention Center, 2000 Convention Center Concourse, College Park, GA 30294.

Written comments (identified by docket number FAA-2015-1621) may be submitted using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending comments electronically.

- *Mail:* Send comments to Docket Operations, M-30, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to Docket Operations at 202-493-2251.

- *Hand Delivery:* Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Written comments to the docket will receive the same consideration as statements made at the public meeting. For more information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document.

Privacy: The FAA will post all comments it receives, without change, to <http://www.regulations.gov>, including any personal information provided by the commenter. Using the search function of the FAA's docket Web site, anyone can find and read the comments received into any of the agency's dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement may be reviewed in the **Federal Register** published on April 11, 2000 (65 FR 19476) or at <http://DocketsInfo.dot.gov>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time or in Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Lowell Foster, Small Airplane Directorate, ACE-111, Federal Aviation Administration, 901 Locust Street,

Kansas City, MO 64106; telephone (816) 329-4125, facsimile (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Background

On March 14, 2016, the FAA published a Notice of Proposed Rulemaking (NPRM) titled “Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes”. The FAA proposes in this NPRM to amend its airworthiness standards for normal, utility, acrobatic, and commuter category airplanes by removing current prescriptive design requirements and replacing them with performance-based airworthiness standards. The proposed standards would also replace the current weight and propulsion divisions in part 23 with performance- and risk-based divisions for airplanes with a maximum seating capacity of 19 passengers or less and a maximum takeoff weight of 19,000 pounds or less. The proposed airworthiness standards are based on, and would maintain, the level of safety of the current part 23. Finally, the FAA proposes to adopt additional airworthiness standards to address certification for flight in icing conditions, enhanced stall characteristics, and minimum control speed to prevent departure from controlled flight for multiengine airplanes. The NPRM addresses the Congressional mandate set forth in the *Small Airplane Revitalization Act of 2013*¹ (Pub. L. 113-53, 49 U.S.C. 44704 note).

Purpose of the Public Meetings

The purpose of the public meetings is for the FAA to discuss the NPRM, hear the public’s questions, address any confusion, and obtain information relevant to the final rule under consideration. The FAA will consider comments made at the public meetings before making a final decision on issuance of the final rule.

Public Meeting Procedures

A panel of representatives from the FAA will be present. An FAA representative will facilitate the meetings in accordance with the following procedures:

(1) There will be no admission fees or other charges to attend or to participate in the public meetings. The meetings will be open to all persons, subject to availability of space in the meeting room. The FAA will make every effort to accommodate all persons wishing to attend. The FAA asks that participants

sign in between 7:00–8:00 a.m. on the day of the meeting being attended. The meetings may adjourn early if the agenda items are completed in less time than is scheduled for the meetings.

(2) The meetings will be recorded by a court reporter. A transcript of the meetings and all material accepted by the panel during the meetings will be included in the public docket, unless protected from disclosure. Each person interested in purchasing a copy of a transcript should contact the court reporter directly. Information on how to purchase a transcript will be available at the meetings.

Issued in Washington, DC, on April 1, 2016.

James M. Crotty,

Acting Director, Office of Rulemaking.

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Part 382

[Docket No. DOT-OST-2015-0246]

RIN 2105-AE12

Nondiscrimination on the Basis of Disability in Air Travel; Establishment of a Negotiated Rulemaking Committee

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Notice of intent to establish the Accessible Air Transportation (ACCESS) Advisory Committee; Solicitation of applications and nominations for membership.

SUMMARY: The Department of Transportation (“Department,” “DOT,” or “we”) announces its intent to establish a negotiated rulemaking (Reg-Neg) committee to negotiate and develop proposed amendments to the Department’s disability regulation on three issues: Whether to require accessible inflight entertainment (IFE) and strengthen accessibility requirements for other in-flight communications; whether to require an accessible lavatory on new single-aisle aircraft over a certain size; and whether to amend the definition of “service animals” that may accompany passengers with a disability on a flight. The committee will include representatives of organizations or groups with interests that are affected significantly by the subject matter of the proposed regulation.

The Department anticipates that the interested parties may include disability

advocacy organizations, airlines, airports, and aircraft manufacturers. The Department seeks comment on the establishment of the Accessible Air Transportation (ACCESS) Advisory Committee, the issues to be addressed, and the proposed list of stakeholder types to be represented on the Committee. We also invite nominations or applications for membership on the ACCESS Advisory Committee. To the extent it can do so consistent with the goal of ensuring effective representation and necessary expertise, the Department will select individuals who reflect the diversity among the organizations or groups represented.

DATES: Comments and nominations for Committee membership must be received on or before April 21, 2016.

ADDRESSES: You may submit comments using any one of the following methods:

- *Federal eRulemaking Portal:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility (M-30), U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* 202 493-2251. To avoid duplication, please use only one of these four methods. See the “Submitting Comments” portion of the

SUPPLEMENTARY INFORMATION section for instructions on submitting comments. In all cases, please identify your comment with docket number DOT-OST-2015-0246.

FOR FURTHER INFORMATION CONTACT: If you have questions about the regulatory negotiation, you may contact Livaughn Chapman or Blane A. Workie, Office of the Aviation Enforcement and Proceedings, U.S. Department of Transportation, by email at livaughn.chapman@dot.gov or blane.workie@dot.gov or by telephone at 202-366-9342. To obtain a copy of this notice of intent in an accessible format, you may also contact Livaughn Chapman.

SUPPLEMENTARY INFORMATION:

Submitting Comments

If you submit a comment, please include the docket number for this notice of intent (DOT-OST-2015-0246), indicate the specific section of this document to which each comment applies, and provide a reason for each

¹ <https://www.congress.gov/bill/113th-congress/house-bill/1848/text>.