

Airport Master Plan and Terminal Area Plan; Terminal Complex Development; and Purchase Maintenance/Snow Removal Equipment.

Proposed Class or Classes of Air Carriers To Be Exempted From Collecting PFC's: None

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610D, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in persons at Fort Smith Regional Airport.

Issued in Fort Worth, Texas on November 14, 1996.

Edward N. Agnew,

Acting Manager, Airports Division.

[FR Doc. 96-30217 Filed 11-26-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Greater Rockford Airport, Rockford, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Greater Rockford Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 27, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: FAA Great Lakes Region, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James W. Loomis, Executive Director, of the Greater Rockford Airport Authority at the following address: Greater Rockford Airport Authority, 60 Airport Drive, Rockford, Illinois 61109.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Greater Rockford Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT:

Mr. Richard A. Pur, Airports Engineer, FAA Great Lakes Region, Chicago Airports District Office, 2300 East Devon Avenue, Room 201, Des Plaines, Illinois 60018, 847/294-7527. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Great Rockford Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On November 12, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Greater Rockford Airport Authority was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 26, 1997.

The following is a brief overview of the application:

PFC Application Number: 97-04-C-00-RFD.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: March 1, 1997.

Proposed charge expiration date: June 1, 2018.

Total estimated PFC revenue: \$6,387,352.

Brief description of proposed project(s): Overlay South Parallel Taxiway to Runway 1/19; Acquire Snow Removal Equipment; Construct Parallel Taxiway to Runway 7/25; Reconstruct Runway 19 Parallel Taxiway; Overlay Taxiway G; PFC Program Administration; Acquire ARFF Equipment. Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Greater Rockford Airport Authority.

Issued in Des Plaines, Illinois on November 19, 1996.

Benito De Leon,

Manager, Planning and Programming Branch, Airports Division, Great Lakes Region.

[FR Doc. 96-30213 Filed 11-26-96; 8:45 am]

BILLING CODE 4910-13-M

Surface Transportation Board

[STB Finance Docket No. 33286]

Norfolk Southern Corporation and Norfolk Southern Railway Company—Control—Conrail Inc. and Consolidated Rail Corporation

AGENCY: Surface Transportation Board, DOT.

ACTION: Decision No. 1; Notice of pre-filing notification and request for comments.

SUMMARY: Pursuant to 49 CFR 1180.4(b), Norfolk Southern Corporation (NSC) and Norfolk Southern Railway Company (NSR)¹ have notified the Surface Transportation Board (Board) of their intent to file an application seeking authority under 49 U.S.C. 11323-25 for: (1) The acquisition of control of Conrail Inc. (CRI) and Consolidated Rail Corporation (CRC)² by NSC; and (2) the resulting common control by NSC of Conrail and its subsidiaries, on the one hand, and NSR and its subsidiaries, on the other. The Board finds this to be a major transaction as defined in 49 CFR part 1180. The Board invites comments from interested persons on a proposed procedural schedule.

DATES: Written comments on the proposed schedule must be filed with the Board no later than December 13, 1996. Applicants' reply is due by December 23, 1996.

ADDRESSES: An original and 25 copies of all documents must refer to STB Finance Docket No. 33286 and must be sent to the Office of the Secretary, Case Control Branch, ATTN: STB Finance Docket No. 33286, Surface Transportation Board, 1201 Constitution Avenue, N.W., Washington, DC 20423.³

¹ NSC and NSR are referred to collectively as applicants.

² CRI and CRC are referred to collectively as Conrail.

³ In addition to submitting an original and 25 copies of all documents filed with the Board, the parties are encouraged to submit all pleadings and attachments as computer data contained on a 3.5-inch floppy diskette which is formatted for WordPerfect 5.1 (or formatted so that it can be converted into WordPerfect 5.1) and is clearly labeled with the identification acronym and number of the pleading contained on the diskette [49 CFR 1180.4(2)]. The computer data contained on the computer diskettes submitted will be subject

In addition, one copy of all documents in this proceeding must be sent to the applicants' representative: Richard A. Allen, Esq., Zuckert, Scouff & Rasenberger, L.L.P., 888 Seventeenth Street, N.W., Washington, DC 20006-3939.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 927-5352. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: In the notice of intent filed November 6, 1996, applicants state that on October 23, 1996, NSC announced its intention to commence a public tender offer for equity securities of CRI. On October 24, 1996, NSC and its wholly owned subsidiary, Atlantic Acquisition Corporation (Acquisition), commenced the tender offer pursuant to an Offer to Purchase dated October 24, 1996. NSC and Acquisition have offered to purchase shares of common stock of CRI, subject to the conditions specified in the Offer to Purchase. Upon purchase of CRI shares by NSC, Acquisition, or their affiliates, such purchased shares will be deposited in an independent voting trust pending approval by the Board of the acquisition of control by NSC of Conrail.⁴ NSC is seeking to negotiate with CRI a definitive merger agreement pursuant to which CRI would, as soon as practicable following consummation of the Offer, consummate a merger or similar business combination with Acquisition or another direct or indirect subsidiary of NSC (the Merger). To avoid the acquisition of control by NSC of Conrail prior to approval by the Board, NSC intends to deposit all issued and outstanding common stock of Acquisition (which may become stock of the surviving corporation on consummation of the Merger) owned by

to the protective order that will be entered in a subsequent decision, and is for the exclusive use of Board employees reviewing substantive matters in this proceeding. The flexibility provided by such computer file data will facilitate expedited review by the Board and its staff.

⁴ Applicants filed a copy of a proposed voting trust agreement (VTA) on October 25, 1996, to be entered into by and between NS, Acquiror, and a Bank (to be named as Trustee) for use in a possible future NS acquisition of Conrail. An informal staff opinion letter was issued on November 1, 1996. On November 6, 1996, applicants submitted an alternative VTA proposed to be entered into by and between NS, Acquiror, and a Bank (to be named as Trustee), which would revise ¶ 4 of the VTA to reflect that, if a merger between Acquiror and Conrail Inc. takes place prior to Board approval of the control application and the common stock of the merged entity is deposited into the voting trust in accordance with VTA ¶ 3, the Trustee will have the authority from the outset to vote all shares of the Trust Stock on all matters except the enumerated matters in ¶ 4 "in accordance with its best judgment concerning the interests of the Company." An informal opinion letter was issued on November 18, 1996.

NSC into the voting trust at or immediately prior to the Merger. Upon Board approval of the acquisition by NSC of control of Conrail, NSC will acquire control of Conrail through stock ownership of the voting trust.

Applicants state that they will use the year 1995 for purposes of their impact analysis to be filed in the application, and that they anticipate filing their application on or before May 1, 1997.

The Board finds that this is a major transaction, as defined at 49 CFR 1180.2(a), as it is a control transaction involving two or more Class I railroads. The application must conform to the regulations set forth at 49 CFR part 1180 and must contain all information required therein for major transactions, except as modified by any advance waiver.⁵ The carriers are also required to submit maps with overlays that show the existing routes of both carriers and their competitors.

By petition filed November 8, 1996 (NSC-3), applicants requested a protective order to protect confidential, highly confidential, and proprietary information, including contract terms, shipper-specific traffic data, and other traffic data to be submitted in connection with the control application. Applicants' request for protective order will be addressed in a separate decision.

Also on November 8, 1996, applicants filed a petition to establish a proposed procedural schedule (NSC-2). Applicants' proposed procedural schedule is as follows:

Applicants' Proposed Procedural Schedule

- F—Primary application and related applications filed.
- F + 30—Board notice of acceptance of primary application and related applications published in the Federal Register.
- F + 45—Notification of intent to participate in proceeding due.
- F + 60—Description of anticipated inconsistent and responsive applications due; petitions for waiver or clarification due with respect to such applications.
- F + 120—Inconsistent and responsive applications due. All comments, protests, requests for conditions, and any other opposition evidence and argument due. Comments by U.S. Department of Justice (DOJ) and U.S. Department of Transportation (DOT) due.

⁵ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, requires that we consider the effect of the proposed transaction "on competition among rail carriers in the affected region or in the national rail system." 49 U.S.C. 11324(b)(5). Applicants are reminded to include analysis on both of these criteria in their competitive analyses.

- F + 135—Notice of acceptance (if required) of inconsistent and responsive applications published in the Federal Register.
- F + 150—Response to inconsistent and responsive applications due. Response to comments, protests, requested conditions, and other opposition due. Rebuttal in support of primary application and related applications due.
- F + 165—Rebuttal in support of inconsistent and responsive applications due.
- F + 185—Briefs due, all parties (not to exceed 50 pages).
- F + 215—Oral argument (at Board's discretion).
- F + 217—Voting conference.
- F + 255—Date of service of final decision.

Under applicants' proposal, immediately upon each evidentiary filing, the filing party shall place all documents relevant to the filing (other than documents that are privileged or otherwise protected from discovery) in a depository open to all parties, and shall make its witnesses available for discovery depositions. Access to documents subject to the protective order shall be appropriately restricted. Parties seeking discovery depositions may proceed by agreement. Relevant excerpts of transcripts will be received in lieu of cross-examination, unless cross-examination is needed to resolve material issues of disputed fact. Discovery on responsive and inconsistent applications will begin immediately upon their filing. The Administrative Law Judge assigned to this proceeding will have the authority initially to resolve any discovery disputes.⁶

The proposed schedule is identical to the one requested by the applicants in STB Finance Docket No. 33220, *CSX Corporation and CSX Transportation, Inc.—Control and Merger—Conrail Inc. and Consolidated Rail Corporation (CSX/CR)*, filed October 18, 1996 (CSX/CR-3), and is substantially similar to that adopted in *Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company—Control and Merger—Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railway Company (UP/SP)*, Finance

⁶ The process of assigning an ALJ to this proceeding is underway, and we will leave all discovery matters, including the adoption of any guidelines governing discovery initially, to the discretion of the ALJ. A decision naming that judge will be issued as soon as possible.

Docket No. 32760 (see Decision No. 6, ICC served Oct. 19, 1995; and Decision No. 9, ICC served Dec. 27, 1995).

Applicants' proposal is one of the first major consolidation transactions presented to the Board under the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (ICCTA), enacted December 29, 1995, and effective January 1, 1996. The Board is seeking comments from the public on applicants' proposed procedural schedule, as modified by us below to adhere more closely to the provisions of ICCTA. In ICCTA, Congress provided pursuant to 49 U.S.C. 11325(b) [emphasis added]:

(b) If the application involves the merger or control of two or more Class I railroads, as defined by the Board, the following conditions apply:

(1) Written comments about an application may be filed with the Board within 45 days after notice of the application is published [F + 75 days] under subsection (a) ⁷ of this section. Copies of such comments shall be served on the Attorney General and the Secretary of Transportation, who may decide to intervene as a party to the proceeding. That decision must be made by the 15th day after the date of receipt of the written comments, and if the decision is to intervene, preliminary comments about the application must be sent to the Board by the end of the 15th day after the date of receipt of the written comments [F + 90 days].

(2) The Board shall require that applications inconsistent with an application, notice of which was published under subsection (a) of this section, and applications for inclusion in the transaction, be filed with it by the 90th day after publication of notice [F + 120 days] under that subsection.

(3) The Board must conclude evidentiary proceedings by the end of 1 year after the date of publication of notice under subsection (a) of this section. The Board must issue a final decision by the 90th day after the date on which it concludes the evidentiary proceedings.

Specifically, we propose to modify applicants' proposed schedule to require parties intending to file comments, protests, requests for conditions, and any other opposition evidence and argument to file their submissions 75 days from the date the application is filed [F + 75] as provided for under 49 U.S.C. 11325(b)(1), with comments from the U.S. Department of

Justice (DOJ) and the U.S. Department of Transportation (DOT) due 90 days from the date the application is filed [F + 90 days] as provided for under 49 U.S.C. 11325(b)(1). If these due dates were to be established for comments in this proceeding, responses to comments, protests, requested conditions, and other opposition, and also rebuttal in support of the primary application and related applications would be due 30 days after the due date (i.e., on day F + 105 for responses to commenters and parties other than DOJ and DOT; and on day F + 120 for responses to DOJ and DOT). We propose to keep inconsistent and responsive applications due 120 days from the date the application is filed [F + 120 days] as provided for under 49 U.S.C. 11325(b)(2). Because there has not been a major merger in the East since the early 1980s, given our merger experience, we believe it would be prudent for us to factor in some additional time to accommodate possible unique issues that may arise. We propose extending applicants' proposed procedural schedule by 45 days allocated as follows: (1) adding 5 days to applicants' proposed period of time for parties to prepare their briefs, so that briefs would be due on F + 190 days; (2) adding 15 days to applicants' proposed period of time for parties to prepare for oral argument, so that oral argument would occur on F + 235 days; (3) adding 3 days to applicants' proposed 2-day interval between the oral argument and the voting conference, so that a voting conference would occur on F + 240 days; and (4) adding 22 days to applicants' proposed period of time after the voting conference for the service of the Board's final decision on F + 300 days. In addition, we propose requiring applicants to file an environmental report, including all supporting documents, no later than 30 days prior to the filing of the primary application.⁸

Proposed Procedural Schedule as Modified by the Board⁹

F— 30—Environmental report, including all supporting documents due.

F— Primary application and related applications filed.

F + 30—Board notice of acceptance of primary application and related

applications published in the Federal Register.

F + 45—Notification of intent to participate in proceeding due.

F + 60—Description of anticipated inconsistent and responsive applications due; petitions for waiver or clarification due with respect to such applications.

F + 75—All comments, protests, requests for conditions, and any other opposition evidence and argument due.

F + 90—Comments by U.S. Department of Justice (DOJ) and U.S. Department of Transportation (DOT) due.

F + 105—Responses to comments, protests, requested conditions, and other opposition due. Rebuttal in support of primary application and related applications due in response to filings on day F + 75.

F + 120—Inconsistent and responsive applications due. Rebuttal in support of primary application and related applications due in response to filings of DOJ and DOT on day F + 90.

F + 135—Notice of acceptance (if required) of inconsistent and responsive applications published in the Federal Register.

F + 150—Response to inconsistent and responsive applications due.

F + 165—Rebuttal in support of inconsistent and responsive applications due.

F + 190—Briefs due, all parties (not to exceed 50 pages).

F + 235—Oral argument (close of record).

F + 240—Voting conference.

F + 300—Date of service of final decision.

Applicants are proposing that any applications for authority for, or for exemption of, merger-related abandonments, and any supporting verified statements, be filed with the primary application, and be treated as related applications, with any opposition evidence, comments, rebuttal and briefing on those applications to be submitted in accordance with the same schedule as the primary application. We agree that we should process any merger-related abandonment applications in accordance with the overall merger procedural schedule, rather than applying the procedures found at 49 U.S.C. 10903, which is similar to our process we used in the *UP/SP* proceeding. See *UP/SP* (Decision No. 9) (ICC served Dec. 27, 1995), slip op. at 9-10. Therefore, we will grant applicants' request for waiver under 49 CFR 1152.24(e)(5) to permit modifications of the procedures and

⁷ Under 49 U.S.C. 11325(a), "[t]he Board shall publish notice of the application under section 11324 in the Federal Register by the end of the 30th day after the application is filed with the Board * * *."

⁸ While applicants need not file their actual operating plan due at the time of the filing of their application, the supporting documents must be completely consistent with their operating plan and contain sufficient information to allow immediate initiation of the environmental review process.

⁹ Emphasis added to indicate the proposed changes made by the Board.

timetables prescribed in 49 CFR 1152.25(d) (6) and (7) to be consistent with the procedural schedule subsequently adopted in this proposed merger proceeding.¹⁰

We invite all interested persons to submit written comments on the procedural schedule we are proposing here. Comments must be filed by December 13, 1996. Applicants may reply by December 23, 1996.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: November 21, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 96-30290 Filed 11-26-96; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33295]

Wisconsin Central Ltd.—Trackage Rights Exemption—Commuter Rail Division of the Regional Transportation Authority

Commuter Rail Division of the Regional Transportation Authority (METRA) has agreed to grant non-exclusive trackage rights to Wisconsin Central Ltd. (WCL), a class II railroad, over 6.0 miles of railroad between milepost 12.6 at Franklin Park to milepost 6.6 at Cragin, in Cook County, IL. The transaction was scheduled to be consummated on November 11, 1996.

The trackage rights is solely for the purpose of moving loaded and empty cars in through freight service.¹

As a condition to this exemption, any employees affected by the trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), as modified in *Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

This notice is filed under 49 CFR 1180.2(d)(7). If it contains false or misleading information, the exemption

¹⁰ Applicants indicate that they intend to file shortly a petition for waiver or clarification of Railroad Consolidation Procedures, and related relief. As in *UP/SP*, applicants should also seek an exemption under 49 U.S.C. 10502 from any statutory procedural requirements at 49 U.S.C. 10903 necessary to allow the Board to process the merger-related abandonment applications under the procedural schedule ultimately adopted. See *UP/SP* (Decision No. 3) (ICC served Sept. 5, 1995), slip op. at 7-10.

¹ The parties have agreed that except for emergencies or until further review, WCL is restricted in the number and length of trains it can operate over the line each day.

is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33295, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Janet H. Gilbert, Esq., Wisconsin Central Ltd., 6250 N. River Road, Suite No. 9000, Rosemont, IL 60018.

Decided: November 19, 1996.

By the Commission, David M. Konschnik,
Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 96-30288 Filed 11-26-96; 8:45 am]

BILLING CODE 4915-00-P

Surface Transportation Board¹

[STB Finance Docket No. 33116]

Wisconsin Central Ltd.—Acquisition Exemption—Lines of Union Pacific Railroad Company

AGENCY: Surface Transportation Board.

ACTION: Notice of filing of a petition for exemption and a request for public comments, including comments on labor protective arrangements to be provided by a Class II railroad under 49 U.S.C. 10902.

SUMMARY: Wisconsin Central Ltd. (WCL), a Class II rail carrier, seeks an exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10902 for its acquisition of two lines of railroad from Union Pacific Railroad Company (UP) in central Wisconsin. Section 10902 is a new provision added by the ICCTA governing purchases of active rail lines by Class II (medium sized) and Class III (small) carriers. Under subsection 10902(d), a Class II railroad that acquires a rail line subject to the Board's jurisdiction must provide a fair and equitable arrangement for the protection of employees who may be affected by the transaction. The arrangement shall consist exclusively of 1 year of severance pay equal to the employee's earnings during the 12 months preceding the application filing date.

¹ The ICC Termination Act of 1995 (ICCTA), Pub. L. No. 104-88, 109 Stat. 803, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board) effective January 1, 1996. This notice relates to a transaction that is subject to Board jurisdiction pursuant to 49 U.S.C. 10902.

WCL has proposed an employee protective arrangement to comply with subsection 10902(d). The labor protective arrangement that results from this proceeding may be used as a model for conditions we impose governing the minimum labor protective arrangements we require with respect to acquisitions by Class II railroads. Such arrangements have in the past consisted of two elements: (1) Procedural (i.e., when must employees be notified of their options and by whom); and (2) substantive (i.e., how many years of protection should be provided and what should that level of protection be). Plainly the new provision explicitly limits substantive aspects of any arrangement we may require. We seek comments on whether WCL's proposed arrangement meets the statutory requirements, and on whether and to what extent we should establish and/or oversee the procedural aspects of labor protective arrangements under this statute.

DATES: Comments are due on December 27, 1996.

ADDRESSES: Send comments (an original and 10 copies) referring to STB Finance Docket No. 33116 to: Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, send one copy of comments to petitioner's representative: Janet H. Gilbert, General Counsel, Wisconsin Central Ltd., P.O. Box 5062, Rosemont, IL 60017-5062.

FOR FURTHER INFORMATION CONTACT: Joseph H. Dettmar (202) 927-5660. [TDD for hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: WCL, a wholly owned subsidiary of Wisconsin Central Transportation Corporation, proposes to acquire from UP two rail lines, the "Hayward Line" between Hayward and Hayward Junction, WI, and the "Wausau Pocket" between Kelly and Wausau-Schofield, WI, totaling 17.8 miles in central Wisconsin. There are two shippers on the Hayward Line and eight shippers on the Wausau Pocket that jointly generate approximately 12,300 carloads a year. WCL submitted supporting statements from each shipper on the two lines. The Board seeks comments on the proposed transaction.

As noted, the ICCTA included a new statutory provision—49 U.S.C. 10902—that applies to the acquisition or operation of additional rail lines by Class II and Class III railroads. As enacted, subsection 10902(c) requires the Board, after application by a Class II or III rail carrier, to issue a certificate