

following n_2 years, interest rate i_1 shall apply for the following n_1 years; thereafter the immediate annuity rate shall apply.

TABLE I
[Lump Sum Valuations]

Rate set	For plans with a valuation date		Immediate annuity rate (percent)	Deferred annuities (percent)				
	On or after	Before		i_1	i_2	i_3	n_1	n_2
29	03-1-96	04-1-96	4.25	4.00	4.00	4.00	7	8

Annuity Valuations

In determining the value of interest factors of the form $v^{0:n}$ (as defined in § 2676.13(b)(1)) for purposes of applying the formulas set forth in § 2676.13(b) through (i) and in determining the value of any interest

factor used in valuing annuity benefits under this subpart, the plan administrator shall use the values i_t prescribed in the table below.

The following table tabulates, for each calendar month of valuation ending after the effective date of this part, the interest rates (denoted by i_1, i_2, \dots , and referred to

generally as i_t) assumed to be in effect between specified anniversaries of a valuation date that occurs within that calendar month; those anniversaries are specified in the columns adjacent to the rates. The last listed rate is assumed to be in effect after the last listed anniversary date.

TABLE II
[Annuity Valuations]

For valuation dates occurring in the month—	The values of i_t are:					
	i_t	for $t =$	i_t	for $t =$	i_t	for $t =$
March 19960550	1-20	.0475	>20	N/A	N/A

Issued in Washington, DC, on this 9th day of February 1996.
Martin Slate,
Executive Director, Pension Benefit Guaranty Corporation.
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FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 64

[Docket No. FEMA-7634]

Suspension of Community Eligibility

AGENCY: Federal Emergency Management Agency, FEMA.
ACTION: Final rule.

SUMMARY: This rule identifies communities, where the sale of flood insurance has been authorized under the National Flood Insurance Program (NFIP), that are suspended on the effective dates listed within this rule because of noncompliance with the floodplain management requirements of the program. If the Federal Emergency Management Agency (FEMA) receives documentation that the community has adopted the required floodplain management measures prior to the effective suspension date given in this

rule, the suspension will be withdrawn by publication in the Federal Register.

EFFECTIVE DATES: The effective date of each community's suspension is the third date ("Susp.") listed in the third column of the following tables.

ADDRESSES: If you wish to determine whether a particular community was suspended on the suspension date, contact the appropriate FEMA Regional Office or the NFIP servicing contractor.

FOR FURTHER INFORMATION CONTACT: Robert F. Shea Jr., Division Director, Program Implementation Division, Mitigation Directorate, 500 C Street, SW., Room 417, Washington, DC 20472, (202) 646-3619.

SUPPLEMENTARY INFORMATION: The NFIP enables property owners to purchase flood insurance which is generally not otherwise available. In return, communities agree to adopt and administer local floodplain management aimed at protecting lives and new construction from future flooding. Section 1315 of the National Flood Insurance Act of 1968, as amended, 42 U.S.C. 4022, prohibits flood insurance coverage as authorized under the National Flood Insurance Program, 42 U.S.C. 4001 et seq., unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed in

this document no longer meet that statutory requirement for compliance with program regulations, 44 CFR part 59 et seq. Accordingly, the communities will be suspended on the effective date in the third column. As of that date, flood insurance will no longer be available in the community. However, some of these communities may adopt and submit the required documentation of legally enforceable floodplain management measures after this rule is published but prior to the actual suspension date. These communities will not be suspended and will continue their eligibility for the sale of insurance. A notice withdrawing the suspension of the communities will be published in the Federal Register.

In addition, the Federal Emergency Management Agency has identified the special flood hazard areas in these communities by publishing a Flood Insurance Rate Map (FIRM). The date of the FIRM if one has been published, is indicated in the fourth column of the table. No direct Federal financial assistance (except assistance pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act not in connection with a flood) may legally be provided for construction or acquisition of buildings in the identified special flood hazard area of communities not participating in the NFIP and identified

for more than a year, on the Federal Emergency Management Agency's initial flood insurance map of the community as having flood-prone areas (section 202(a) of the Flood Disaster Protection Act of 1973, 42 U.S.C. 4106(a), as amended). This prohibition against certain types of Federal assistance becomes effective for the communities listed on the date shown in the last column. The Acting Associate Director finds that notice and public comment under 5 U.S.C. 553(b) are impracticable and unnecessary because communities listed in this final rule have been adequately notified.

Each community receives a 6-month, 90-day, and 30-day notification addressed to the Chief Executive Officer that the community will be suspended unless the required floodplain management measures are met prior to the effective suspension date. Since these notifications have been made, this final rule may take effect within less than 30 days.

National Environmental Policy Act

This rule is categorically excluded from the requirements of 44 CFR Part 10, Environmental Considerations. No

environmental impact assessment has been prepared.

Regulatory Flexibility Act

The Acting Associate Director has determined that this rule is exempt from the requirements of the Regulatory Flexibility Act because the National Flood Insurance Act of 1968, as amended, 42 U.S.C. 4022, prohibits flood insurance coverage unless an appropriate public body adopts adequate floodplain management measures with effective enforcement measures. The communities listed no longer comply with the statutory requirements, and after the effective date, flood insurance will no longer be available in the communities unless they take remedial action.

Regulatory Classification

This final rule is not a significant regulatory action under the criteria of section 3(f) of Executive Order 12866 of September 30, 1993, Regulatory Planning and Review, 58 FR 51735.

Paperwork Reduction Act

This rule does not involve any collection of information for purposes of the Paperwork Reduction Act, 44 U.S.C. 3501 et seq.

Executive Order 12612, Federalism

This rule involves no policies that have federalism implications under Executive Order 12612, Federalism, October 26, 1987, 3 CFR, 1987 Comp., p. 252.

Executive Order 12778, Civil Justice Reform

This rule meets the applicable standards of section 2(b)(2) of Executive Order 12778, October 25, 1991, 56 FR 55195, 3 CFR, 1991 Comp., p. 309.

List of Subjects in 44 CFR Part 64

Flood insurance, Floodplains.

Accordingly, 44 CFR part 64 is amended as follows:

PART 64—[AMENDED]

1. The authority citation for Part 64 continues to read as follows:

Authority: 42 U.S.C. 4001 et seq.; Reorganization Plan No. 3 of 1978, 3 CFR, 1978 Comp., p. 329; E.O. 12127, 44 FR 19367, 3 CFR, 1979 Comp., p. 376.

§ 64.6 [Amended]

2. The tables published under the authority of § 64.6 are amended as follows:

State/location	Community No.	Effective date of eligibility	Current effective map date	Date certain Federal assistance no longer available in special flood hazard areas
Region II				
New Jersey:				
North Wildwood, city of, Cape May County	345308	July 24, 1970, Emerg; March 5, 1971, Reg; Feb. 16, 1996, Susp.	2-16-96	Feb. 16, 1996.
Wildwood, city of, Cape May County	345329	June 5, 1970, Emerg; Dec. 31, 1970, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Wildwood Crest, borough of, Cape May County.	345330	July 31, 1970, Emerg; Feb. 26, 1971, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Region VI				
Wisconsin:				
Verona, city of, Dane County	550092	June 24, 1975, Emerg; Aug. 1, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Watertown, city of, Dodge and Jefferson Counties.	550107	May 23, 1975, Emerg; April 1, 1981, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Region VI				
Texas:				
Balcones Heights, city of, Bexar County	481094	Oct. 9, 1975, Emerg; April 15, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Bexar County, unincorporated areas	480035	April 7, 1972, Emerg; Oct. 16, 1984, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Castle Hills, city of, Bexar County	480037	Oct. 31, 1973, Emerg; Sept. 30, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
China Grove, city of, Bexar County	481141	Jan. 26, 1978, Emerg; June 15, 1984, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Converse, city of, Bexar County	480038	March 26, 1974, Emerg; June 15, 1981, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Fair Oaks Ranch, city of, Bexar County	481644	Dec. 20, 1993, Reg; Feb. 16, 1996, Susp	2-16-96	Do.
Hollywood Park, town of, Bexar County	480040	Oct. 3, 1974, Emerg; Nov. 19, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.

State/location	Community No.	Effective date of eligibility	Current effective map date	Date certain Federal assistance no longer available in special flood hazard areas
Kirby, city of, Bexar County	480041	Nov. 6, 1974, Emerg; Aug. 15, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Leon Valley, city of, Bexar County	480042	June 25, 1973, Emerg; June 1, 1977, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Live Oak, city of, Bexar County	480043	Nov. 3, 1972, Emerg; May 16, 1977, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Shavano Park, city of, Bexar County	480047	Dec. 26, 1973, Emerg; Sept. 3, 1980, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Somerset, city of, Bexar County	481264	June 14, 1994, Emerg; Feb. 16, 1996, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Universal City, city of, Bexar County	480049	Feb. 14, 1974, Emerg; May 16, 1977, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.
Windcrest, city of, Bexar County	480689	Jan. 21, 1974, Emerg; Aug. 15, 1977, Reg; Feb. 16, 1996, Susp.	2-16-96	Do.

Code for reading third column: Emerg.—Emergency; Reg.—Regular; Rein.—Reinstatement; Susp.—Suspension.

(Catalog of Federal Domestic Assistance No. 83.100, "Flood Insurance.")

Issued: February 12, 1996.

Richard W. Krimm,
Acting Associate Director, Mitigation
Directorate.

[FR Doc. 96-3441 Filed 2-14-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

49 CFR Part 571

[Docket No. 92-29; Notice 10]

RIN 2127-AF96

Federal Motor Vehicle Safety Standards; Stability and Control of Medium and Heavy Vehicles During Braking

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

ACTION: Final rule, petitions for reconsideration.

SUMMARY: This document responds to petitions for reconsideration of final rules that amended FMVSS No. 105, *Hydraulic Brake Systems*, and FMVSS No. 121, *Air Brake Systems*, to require medium and heavy vehicles to be equipped with an antilock brake system (ABS). In response to the petitions, this document requires continuous power for trailer ABS systems, in place of the dedicated power and separate ground previously required, and delays the implementation date for the in-cab trailer malfunction indicator by four years. It also extends by three years the period in which exterior ABS failure indicators are required on trailers.

DATES: Effective Dates: The amendments to 49 CFR 571.121 are effective March 1, 1997.

Compliance Dates: Compliance with the amendments to paragraphs S5.1.6.2(b) and S5.2.3.2 of 49 CFR 571.121 will be required on and after March 1, 2001. Compliance with the amendments to paragraph S5.1.6.3 for truck tractors will be required on and after March 1, 1997 and for single unit vehicles will be required on and after March 1, 1998. Compliance with the amendments to paragraph S5.2.3.2 will be required on and after March 1, 2001. Compliance with the amendments to S5.2.3.3 will be required on and after March 1, 1998.

Petitions for Reconsideration: Any petitions for reconsideration of this rule must be received by NHTSA no later than April 1, 1996.

ADDRESSES: Petitions for reconsideration of this rule should refer to the above referenced docket numbers and should be submitted to: Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT:

For non-legal issues: Mr. Robert M. Clarke, Office of Crash Avoidance, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202) 366-5278.

For legal issues: Mr. Marvin L. Shaw, NCC-20, Rulemaking Division, Office of Chief Counsel, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 (202) 366-2992.

SUPPLEMENTARY INFORMATION:

- I. Background.
- II. Petitions for Reconsideration.
- III. NHTSA's Decision and Analysis of Issues.

- A. Agency's Decision.
- B. Trailer Powering.
- 1. Background and Previous NHTSA Rulings.
- 2. Petitions for Reconsideration of December 1995 Final Rule
- 3. Agency's Decision
- C. In-Cab Trailer Malfunction Indicators
- D. External Trailer Malfunction Indicators

I. Background

Section 4012 of the Motor Carrier Act of 1991, a part of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, P.L. 102-240, directed the Secretary of Transportation to initiate rulemaking concerning methods for improving braking performance of new commercial motor vehicles, including truck tractors, trailers, and their dollies. Congress specifically directed that such a rulemaking examine antilock systems, means of improving brake compatibility, and methods of ensuring effectiveness of brake timing. The Act required that the rulemaking be consistent with the Motor Carrier Safety Act of 1984 (49 U.S.C. § 31136) and be carried out pursuant to, and in accordance with, the National Traffic and Motor Vehicle Safety Act of 1966 (now recodified as 49 U.S.C. § 30101 *et seq.* (Safety Act)).

On March 10, 1995 (60 FR 13216, 60 FR 13297), NHTSA issued final rules that required medium and heavy vehicles¹ to be equipped with an antilock brake system (ABS) to improve their directional stability and control during braking. The March 1995 final rules also reinstated stopping distance requirements for air-braked heavy vehicles and established stopping distance requirements for hydraulic-braked heavy vehicles.

In addition to the ABS requirement, the ABS final rule required truck

¹ Hereinafter referred to as "heavy vehicles"