

from a PFC at Tri-Cities Regional Airport, TN/VA 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 September 13, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2851 Directors Cove, Suite #3, Memphis, TN 38131-0301.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. John E. Hanlin, Executive Director of the Tri-Cities Regional Airport at the following address: Tri-Cities Airport Commission, P.O. Box 1055, Highway 75, Blountville, TN 37617.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Tri-Cities Airport Commission under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Michael L. Thompson, 2851 Directors Cove, Suite 3, Memphis, TN 38131-0301; Phone 901/544-3495. The application may be reviewed in person at this 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 Tri-Cities Regional Airport, TN/VA under 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). On August 8, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by Tri-Cities Airport Commission 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 November 8, 1996.

The following is a brief overview of the application.

PFC application number: 96-01-C-99-TRI.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: February 1, 1997.

Proposed charge expiration date: February 1, 2009.

Total estimated PFC revenue: \$8,476,249.

Brief description of proposed project(s): Extend Runway 5 Safety

Area, Terminal Improvements, General Aviation Airfield Development.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators operating under Part 135.

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 Tri-Cities Airport Commission.

Issued in Memphis, Tennessee on August 8, 1996.

LaVerne Reid,

Manager, Airports District Office.

[FR Doc. 96-20757 Filed 8-13-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In July 1996, there were 10 applications approved. Additionally, 10 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of 49 U.S.C. 40117 (Pub. L. 103-272) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Walker Field Airport Authority, Grand Junction, Colorado.

Application Number: 96-02-U-00-GJT.

Application Type: Use PFC revenue.
PFC Level: \$3.00.

Approved PFC Revenue to be Used in this Application: \$267,000.

Charge Effective Date: April 1, 1993.

Estimated Charge Expiration Date: March 1, 1998.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.

Brief Description of Projects Approved For Use: Rehabilitate taxiway A, Install fencing, Install precision approach path indicator, runway 11, Install visual approach descent indicators and runway end identifier lights, runway 4/22, Rehabilitate runway 4/22.

Decision Date: July 2, 1996.

For Further Information Contact: Christopher Schaffer, Denver Airports District Office, (303) 286-5525.

Public Agency: County of Marquette, Marquette, Michigan.

Application Number: 96-03-C-00-MQT.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue in This Application: \$32,500.

Estimated Charge Effective Date: October 1, 1996.

Estimated Charge Expiration Date: December 1, 1996.

Class of Air Carriers Not Required to Collect PFC's: Part 135 air taxi/charter operators.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Marquette County Airport.

Brief Description of Project Approved for Collection and Use: Acquire snow removal equipment.

Decision Date: July 2, 1996.

For Further Information Contact: Jon Gilbert, Detroit Airports District Office, (313) 487-7281.

Public Agency: Horry County Department of Airports, Myrtle Beach, South Carolina.

Application Number: 96-91-C-00-MYR.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$13,819,500.

Estimated Charge Effective Date: October 1, 1996.

Estimated Charge Expiration Date: July 1, 2005.

Class of Air Carriers Not Required to Collect PFC's: Nonscheduled operations by air taxi/commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Myrtle Beach International Airport.

Brief Description of Projects Approved for Collection and Use: Air Carrier apron infield expansion, South apron expansion, Federal Inspection Station, Terminal A renovation, Land acquisition, Preparation of PFC application, PFC administrative costs.

Decision Date: July 9, 1996.

For Further Information Contact: D. Cameron Bryan, Atlanta Airports District Office, (404) 305-7144.

Public Agency: County of Gregg, Longview, Texas.

Application Number: 96-01-C-00-GGG.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Approved Net PFC Revenue: \$472,571.

Estimated Charge Effective Date: September 1, 1996.

Estimated Charge Expiration Date: January 1, 2001.

Class of Air Carriers Not Required to Collect PFC's: None.

Brief Description of Projects Approved for Collection and Use of PFC Revenue: Terminal apron improvements—unit 2, Runway 13/31 overlay and miscellaneous improvements, Airport master plan, Guidance sign improvements, Terminal apron improvements—unit 3, Runway 17/35 rehabilitation, 1,000 gallon aircraft rescue and firefighting (ARFF) vehicle.

Decision Date: July 9, 1996.

For Further Information Contact: Ben Guttry, Southwest Region Airports Division, (817) 222-5614.

Public Agency: Helena Regional Airport Authority, Helena, Montana.

Application Number: 96-02-U-00-HLN.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Net PFC Revenue To Be Used in This Application: \$130,026.

Charge Effective Date: April 1, 1993.

Estimated Charge Expiration Date: September 1, 1999.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use: Runway 9/27 overlay.

Decision Date: July 16, 1996.

For Further Information Contact: David Gabbert, Helena Airports District Office, (406) 449-5271.

Public Agency: County of Chautauqua, Jamestown, New York.

Application Number: 96-02-U-00-JHW.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Net PFC Revenue To Be Used in This Application: \$156,412.

Charge Effective Date: June 1, 1993.

Estimated Charge Expiration Date: February 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: No change from previous decision.

Brief Description of Projects Approved for Use: Overlay runway 7/25, Obstruction removal, phase 2, Reconstruct entry road.

Decision Date: July 16, 1996.

For Further Information Contact:

Philip Brito New York Airports District Office, (516) 227-3803.

Public Agency: Columbus Municipal Airport Authority, Columbus, Ohio.

Application Number: 96-05-C-00-CMH.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue in This Application: \$9,437,955.

Estimated Charge Effective Date: November 1, 1996.

Estimated Charge Expiration Date: November 1, 1997.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Port Columbus International Airport.

Brief Description of Project Approved for Collection and Use: Runway 10L/28R improvements.

Decision Date: July 16, 1996.

For Further Information Contact: Mary W. Jagiello, Detroit Airports District Office, (313) 487-7296.

Public Agency: Port of Oakland, Oakland, California.

Application Number: 96-06-C-00-OAK.

Application Type: Impose and use PFC revenue.

PFC Level: \$3.00.

Total Approved Net PFC Revenue in This Application: \$4,063,541.

Estimated Charge Effective Date: February 1, 1997.

Estimated Charge Expiration Date: May 1, 1997.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators exclusively filing FAA Form 1800-31.

Determination: Approved. Based on information submitted in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Metropolitan Oakland International Airport.

Brief Description of Project Approved for Collection and Use: Seismic upgrade of building M101, Construct second jetway at the International Arrivals building, Purchase two 3,000 gallon ARFF trucks, Overlay runway 27L/9R.

Brief Description of Project Approved in Part for Collection and Use: Replace normal power breakers in building M102.

Determination: Approved in part.

This project is generally eligible under Airports Improvement Program (AIP) criteria, paragraph 568 of FAA Order 5100.38A, AIP Handbook. However, as stated in paragraph 568, the allowable cost of utilities will be prorated between the eligible and ineligible areas or facilities served by these utilities. If the prorated share of the costs for those utilities serving eligible areas or facilities is less than the approved amount shown above, the Port of Oakland will take immediate steps to amend this approval to decrease the PFC revenue available for this project.

Brief Description of Disapproved Project: Upgrade M104 switchgear.

Determination: Disapproved. The majority of the loads using these switchgears proposed for replacement were determined to be ineligible under AIP criteria, paragraph 568 and Appendix 2 of FAA Order 5100.38A, AIP Handbook. In addition, the Port of Oakland included a provision for spare breakers which are considered a maintenance item and, thus, are also ineligible under AIP criteria, paragraph 501 of FAA Order 5100.38A. Therefore, the project does not meet the requirements of § 158.15(b)(1) and is disapproved.

Decision Date: July 23, 1996.

For Further Information Contact: Joseph R. Rodriguez, San Francisco Airports District Office, (415) 876-2805.

Public Agency: City of Modesto, California.

Application Number: 96-03-U-00-MOD.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Net PFC Revenue To Be Used in This Application: \$22,606.

Charge Effective Date: August 1, 1994.

Estimated Charge Expiration Date: August 1, 2000.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.

Brief Description of Project Approved for Use of PFC Revenue: Runway 10L/28R holding bays.

Decision Date: July 31, 1996.

For Further Information Contact: Joseph R. Rodriguez, San Francisco Airports District Office, (415) 876-2805.

Public Agency: Charlottesville-Albemarle Airport Authority, Charlottesville, Virginia.

Application Number: 96-09-U-00-CHO.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total Net PFC Revenue To Be Used in This Application: \$61,566.

Charge Effective Date: April 1, 1995.

Estimated Charge Expiration Date:
August 1, 2004.

Class of Air Carriers Not Required to Collect PFC's: No change from previous decisions.

Brief Description of Project Approved for Use of PFC Revenue: Overlay runway 3/21.

Decision Date: July 31, 1996.

For Further Information Contact:
Robert Mendez, Washington Airports District Office, (703) 285-2570.

AMENDMENTS TO PFC APPROVALS

Amendment No., City, State	Amendment approved date	Amended approved net PFC revenue	Original approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
93-01-C-01-CPR, Casper, WY	01/20/95	\$693,974	\$506,144	10/01/96	03/01/97
92-01-I-02-MQT, Marquette, MI	04/25/96	446,200	458,700	04/01/96	04/01/96
94-01-C-02-AVL, Asheville, NC	06/14/96	5,645,711	5,645,711	06/01/01	06/01/01
94-01-C-01-SLC, Salt Lake City, UT	06/17/96	65,177,790	99,230,800	05/01/98	03/01/99
92-01-C-01-GFK, Grand Forks, ND	06/24/96	796,468	1,016,509	02/01/97	05/01/96
92-01-C-01-CAK, Akron, OH	06/26/96	3,594,000	2,558,851	08/01/96	11/01/96
92-01-C-03-MSO, Missoula, MT	07/03/96	2,049,300	2,905,937	09/01/97	01/01/98
92-01-C-01-HLN, Helena, MT	07/03/96	1,056,190	962,829	12/01/99	09/01/99
93-01-C-03-MDW, Chicago, IL	07/11/96	72,910,908	81,371,107	07/01/07	12/01/09
95-03-C-01-MDW, Chicago, IL	07/11/96	11,916,250	46,419,783	07/01/07	12/01/09

Issued in Washington, D.C. on August 7, 1996.

Donna P. Taylor,

Manager, Passenger Facility Charge Branch.

[FR Doc. 96-20753 Filed 8-13-96; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Customs Service

Proposed Collection; Comment Request; Commercial Invoices

AGENCY: U.S. Customs, Department of the Treasury.

ACTION: Notice and request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork and respondent burden, Customs invites the general public and other Federal agencies to comment on an information collection requirement concerning the Commercial Invoices. This request for comment is being made pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)).

DATES: Written comments should be received on or before October 15, 1996, to be assured of consideration.

ADDRESSES: Direct all written comments to U.S. Customs Service, Printing and Records Services Group, Room 6216, 1301 Constitution Ave., NW., Washington, DC 20229.

FOR FURTHER INFORMATION CONTACT: Requests for additional information or copies of the form(s) and instructions should be directed to U.S. Customs Service, Attn.: J. Edgar Nichols, Room 6216, 1301 Constitution Avenue NW.,

Washington, DC 20229, Tel. (202) 927-1426.

SUPPLEMENTARY INFORMATION: The newly proposed International Trade Data System (ITDS) is being designed to integrate the different government trade and transportation data collection processes to provide a standard means of gathering, processing, storing, and disseminating import and export trade data. Agencies would share data as needed to support their individual agency mission while maintaining agency specific information in their own files. As envisioned, the system would provide for the electronic exchange of declarations, foreign and domestic issued licences and other documents required of trading parties based on commercial data. For example, it would allow for interagency notice of licensing and permitting decisions, and accommodate the decrementing of licenses, while allowing control of the license and permit issuing processes to be maintained by responsible agencies. To accommodate a constantly changing economic and geopolitical world, the system would be designed for flexibility and easy modification, so that new trade laws and regulations requirements would be more easily incorporated into the integrated data system. A very important part of the ITDS would be to provide a convenient entry point for business to provide international trade data to all agencies needing to be involved in a transaction. Importers and exporters would only have to provide the information once and it would be routed among the appropriate agencies. As an example: importers would not have to file identical information on a CF 7501 Form with Customs, an FDA Form 701 with FDA, an HS7 Form with

the Department of Transportation or an EPA 35201 Form with the Environmental Protection Agency. Names, addresses, descriptions, classifications, serial numbers would have to be provided only once and the information would be provided to all appropriate agencies. The data system would also standardize trade and transportation data for both imports and exports based on the information normally established among trading partners in the customary conduct of business. Such elements as commercial descriptions and quantities, names and addresses of parties to shipments, and departure and arrival locations, all of which are part of normal commercial information would be defined so that they mean the same thing to all users.

Standard definitions of terms, standard codes and abbreviations for countries, goods and conveyance modes and shipment identifiers would simplify procedures and help streamline processes. The system would use a recognized standard, such as United Nations/Electronic Data Interface for Administration, Commerce, and Transportation (UN/EDIFACT).

Those additional data elements necessary for monitoring specific goods would be added to the commercial level record of the ITDS and made available to the applicable agency or agencies. By standardizing the data collected and by eliminating duplicate data, agencies would be able to integrate many of their present systems for selecting and targeting potentially violative shipments and thus provide more efficient and enforcement of trade statutes and regulations. Improved analysis of trade and transportation flow and trends would also enhance trade promotion