

costs are covered by fee revenues. NASD Regulation plans to make the proposed fee change effective on January 1, 2000. The proposed rule change will be announced in a Notice to Members at least 30 days in advance of the effective date.

2. Statutory Basis

The NASD believes that the proposed rule change is consistent with the provisions of Section 15A(b)(5) of the Act,⁴ which requires, among other things, that the Association's rules must provide for the equitable allocation of reasonable dues, fees, and other charges among members and issuers and other persons using any facility or system which the Association operates or controls. The NASD believes that the amended fees will be easier for firms and the NASD to administer and are equitably allocated.

B. Self-Regulatory Organization's Statement on Burden on Competition

The NASD does not believe that the proposed rule change will result in any burden on competition that is not necessary or appropriate in furtherance of the purposes of the Act, as amended.

C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received from Members, Participants, or Others

Written comments were neither solicited nor received.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The proposed rule change is effective immediately upon filing pursuant to Section 19(b)(3)(A)(ii) of the Act⁵ and subparagraph (f)(2) of Rule 19b-4 under the Act⁶ because the proposal is establishing or changing a due, fee or other charge. At any time within 60 days of the filing of the proposed rule change, the Commission may summarily abrogate such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule

change is consistent with the Act.⁷ Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-0609. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying at the Commission's Public Reference Room. Copies of such filing also will be available for inspection and copying at the principal office of the NASD. All submissions should refer to File No. SR-NASD-99-43 and should be submitted by October 25, 1999.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.⁸

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 99-25700 Filed 10-1-99; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of currently approved collections. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 6, 1999, [64 FR 24447].

DATES: Comments must be submitted on or before November 3, 1999. A comment to OMB is most effective if OMB

receives it on or before November 3, 1999.

FOR FURTHER INFORMATION CONTACT: Judy Street on (202) 267-9895.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

Title: Training and Qualification Requirements for Check Airmen and Flight Instructors.

Type of Request: Extension of a currently approved collection.

OMB Control Number: 2120-0600.

Form(s): N/A.

Affected Public: Estimated 3,100 pilots.

Abstract: This rule allows some experienced pilots who would otherwise qualify as flight instructors or check airmen but who are not medically eligible to hold the requisite medical certificate, to perform flight instructor or check airmen functions in a simulator.

Estimated Annual Burden Hours: 13 recordkeeping burden hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FAA Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on September 28, 1999.

Steve Hopkins,

Manager, Standards and Information Division, APF-100.

[FR Doc. 99-25731 Filed 10-01-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In August 1999, there were nine applications approved. This notice also includes information on two applications,

⁴ 15 U.S.C. 78o-3(b)(5).

⁵ 15 U.S.C. 78s(b)(3)(A).

⁶ 17 CFR 240.19b-4(f)(2).

⁷ In reviewing this proposal, the Commission has considered its potential impact on efficiency, competition and capital formation. 15 U.S.C. 78c(f).

⁸ 17 CFR 200.30-3(a)(12).

approved in July 1999, inadvertently left off the July 1999 notice. Additionally, 12 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 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). This notice is published pursuant to paragraph (d) of § 158.29.

PFC Applications Approved

Public Agency: South Jersey Transportation Authority, Atlantic City, New Jersey

Application Number: 99-01-C-00-ACY.

Application Type: Impose and Use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$7,224,348.

Earliest Charge Effective Date: October 1, 1999.

Estimated Charge Expiration Date: March 1, 2004.

Class of Air Carriers Not Required To Collect PFC's: Air taxi/commercial operators filing FAA Form 1800-31 and enplaning less than 500 passengers annually.

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

Brief Description of Projects Approved for Collection and Use:

Master plan study/environmental assessment/Part 150 noise study. Secure area systems. Terminal expansion—phases I-VI. Improvements to airport access road—phases I and II. Purchase of aircraft rescue and firefighting vehicle. Aircraft fueling access road. Master plan study—environmental impact statement. Purchase snow removal equipment and high speed runway broom vehicle. Aircraft deicing facilities—design. Improvements to airport security system. Rehabilitation of runway 13/31. Terminal exit road. Improvements to terminal baggage conveyor system.

Brief Description of Projects Approved for Collection Only:

Air Surveillance Radar-9 relocation.

Terminal apron expansion. Taxiway H relocation. Snow removal equipment building.

Decision Date: July 27, 1999.

FOR FURTHER INFORMATION CONTACT: Dan Vornea, New York Airports District Office, (516) 227-3812.

Public Agency: Potomac Highlands Airport Authority, Cumberland, West Virginia

Application Number: 97-02-U-00-CBE.

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

Total PFC Revenue To Be Used in This Decision: \$150,000.

Charge Effective Date: July 1, 1994.

Estimated Charge Expiration Date: June 1, 2001.

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

Brief Description of Project Approved for Use: Rehabilitate runway 5/23—phase I (preliminary design only).

Decision Date: July 30, 1999.

FOR FURTHER INFORMATION CONTACT: Arthur Winder, Washington Airports District Office, (703) 661-1363.

Public Agency: Jackson Hole Airport Board, Jackson, Wyoming

Application Number: 99-06-U-00-JAC.

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

Total PFC Revenue To Be Used in This Decision: \$1,850,000.

Charge Effective Date: August 1, 1998.

Estimated Charge Expiration Date: January 1, 2003.

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

Brief Description of Project Approved for Use: Overlay runway and safety areas.

Decision Date: August 10, 1999.

FOR FURTHER INFORMATION CONTACT: Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

Public Agency: City of Lebanon, New Hampshire

Application Number: 99-03-C-00-LEB.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$181,075.

Earliest Charge Effective Date: February 1, 2000.

Estimated Charge Expiration Date: August 1, 2002.

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

Brief Description of Project Approved for Use:

Reconstruct runway 18/36.

Replace seven hilltop obstruction beacons.

Airport master plan update air service study.

PFC administration.

Decision Date: August 11, 1999.

FOR FURTHER INFORMATION CONTACT: Priscilla Scott, New England Region Airports Division, (781) 238-7614.

Public Agency: Cedar Rapids Airport Commission, Cedar Rapids, Iowa

Application Number: 99-02-C-00-CID.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$4,210,583.

Earliest Charge Effective Date: July 1, 2000.

Estimated Charge Expiration Date: February 1, 2004.

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

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at The Eastern Iowa Airport.

Brief Description of Projects Approved for Collection and Use:

Replace snow removal multipurpose unit broom, snow blower, and snowplow.

Replace two snow plow trucks.

Acquire high rise turret.

Disabled passenger lift.

Install multiple user flight information display system.

Renovate terminal.

Construct loading bridge.

Brief Description of Project Partially Approved for Collection and Use:

Construct snow removal equipment and deicing material storage building.

Determination: Partially approved. The FAA has determined that only 25,300 square feet (57.5 percent) of the 44,000 square foot building is eligible. The approved amount is limited to the cost of the eligible portion of the building. Therefore, the approved amount was reduced from the amount requested.

Decision Date: August 13, 1999.

FOR FURTHER INFORMATION CONTACT: Lorna Sandridge, Central Region Airports Division, (816) 426-4730.

Public Agency: Meridian Airport Authority, Meridian, Mississippi

Application Number: 99-06-C-00-MEI.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$148,000.

Earliest Charge Effective Date:

September 1, 2002.

Estimated Charge Expiration Date:

May 1, 2004.

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

Brief Description of Projects Approved for Collection and Use:

Rehabilitate beacon.

Rehabilitate security fencing.

Emergency access road.

Rehabilitate runway 1/19 high intensity

runway lights and taxiway B medium

intensity taxiway light.

Replace terminal seating.

Rehabilitate general aviation ramp.

Update master plan.

Decision Date: August 13, 1999.

FOR FURTHER INFORMATION CONTACT:

David Shumate, Jackson Airports District Office, (601) 965-4628.

Public Agency: Port Authority of New York and New Jersey, New York, New York

Application Number: 97-04-C-EWR, 97-04-C-00-JFK, and 97-04-C-00-LGA.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$823,000,000.

Earliest Charge Effective Date: January 1, 2001.

Estimated Charge Expiration Date:

January 1, 2009.

Class of Air Carriers Not Required To Collect PFC's at Each Airport: Air Taxis, except commuter air carriers.

Determination: Approved. Based on information contained in the public agency's applications, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Newark International Airport (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA).

Brief Description of Project Partially Approved for Use at JFK: Howard Beach Light Rail System (LRS) component.

Determination: Partially approved for use of PFC revenue. The operations, maintenance, and storage facility is generally ineligible under paragraphs 301(a)(3) and 501, as well as item 11 of Appendix 2 of FAA order 5100.38A, Airport Improvement Program (AIP)

Handbook (October 24, 1989), with the exception of equipment needed to provide operational control of the "opening day" system. Therefore, the use of PFC revenue for the following elements of the maintenance facility, at a minimum, are not eligible: spare parts or spare equipment; any equipment required to perform any maintenance, whether that maintenance be on rail cars, structural elements, operations systems, or other components; administrative offices; any build-up of operational equipment in order to accommodate future expansion of the system; and the track necessary to access this facility (assuming that the system is built so that only unoccupied trains bound for maintenance enter this facility). Also, any equipment needed for fare collections, whether for LRS fares or for the connecting system (New York City transit (NYCT) subway, are not eligible for use of PFC revenues. In addition, the FAA is aware that the public agency may, in the future, be interested in use of the LRS by NYCT subway cars transiting from the NYCT system to the LRS. Since this potential use is speculative at this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: station length; structural strength; additional controls or control system components needed to accommodate both "on airport" and "off airport" users; and any connecting track at Howard Beach to permit cars to move from the NYCT subway to the LRS.

Brief Description of Projects Partially Approved for Collection at EWR, JFK, and LGA and Use at JFK: Central Terminal Area LRS component.

Determination: Partially approved for collection and use of PFC revenue. Any equipment needed for fare collections, whether for LRS fares or for the connecting system (NYCT subway or Long Island Railroad (LIRR)), are not eligible for the collection and use of PFC revenues. In addition, the FAA is aware that the public agency may, in the future, be interested in use of the LRS by NYCT subway cars and/or LIRR trains transiting from their respective systems to the LRS. Since this potential use is speculative at this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: station length; structural strength; and additional controls or control

system components needed to accommodate both "on airport" and "off airport" users. Jamaica-JFK LRS component.

Determination: Partially approved for collection and use of PFC revenue. Any equipment needed for fare collections, whether for LRS fares or for the connecting system (LIRR trains or NYCT subway), are not eligible for the collection or use of PFC revenues. In addition, the FAA is aware that the public agency may, in the future, be interested in use of the LRS by LIRR trains and/or NYCT subway cars transiting from the NYCT system to the LRS. Since this potential use is speculative at this time, and has not been evaluated from technical and environmental standpoints, the component cost of over-design to accommodate this potential use is not eligible for PFC funding. Items to be examined include, but are not limited to: station length; structural strength; additional controls or control system components needed to accommodate both "on airport" and "off airport" users; and any connecting track at Jamaica Station to permit cars to move from the LIRR and/or NYCT subway to the LRS.

Decision Date: August 16, 1999.

FOR FURTHER INFORMATION CONTACT: Thomas Felix, Eastern Region Airports Division, (718) 553-3335.

Public Agency: Birmingham Airport Authority, Birmingham, Alabama

Application Number: 99-02-C-00-BHM.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$4,232,094.

Earliest Charge Effective Date:

February 1, 2000.

Estimated Charge Expiration Date:

February 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: Part 135 air taxi/commercial operators filing FAA Form 1800-31.

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

Brief Description of Projects Approved for Collection and Use:

Taxiway/holding apron improvements.

Culvert rehabilitation.

Water hydrant system.

Brief Description of Project Approved for Use: Reconstruct/rehabilitate runway 5/23.

Decision Date: August 18, 1999.
FOR FURTHER INFORMATION CONTACT:
 Keafur Grimes, Jackson Airports District Office, (601) 965-4628.

Public Agency: City of Cortez, Colorado
Application Number: 99-01-C-00-CEZ.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.
Total PFC Revenue Approved in This Decision: \$200,078.

Earliest Charge Effective Date: November 1, 1999.

Estimated Charge Expiration Date: January 1, 2008.

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

Brief Description of Projects Approved For Collection and Use:

- Distance remaining signs.
- Reconstruct commercial ramp.
- Purchase of snowplow.
- Construct taxiway B.
- Construction of south half of parallel taxiway A.
- Land acquisition (parcels 21 and 22).
- Acquire Index A fire truck.

Decision Date: August 18, 1999.
FOR FURTHER INFORMATION CONTACT:
 Christopher Schaffer, Denver Airports District Office, (303) 342-1258.

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

Application Number: 99-13-U-00-CHO.

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

Total PFC Revenue To Be Used in This Decision: \$1,005,500.

Charge Effective Date: April 1, 2002.

Estimated Charge Expiration Date: April 1, 2005.

Classes of Air Carriers Not Required To Collect PFC's: (1) Air taxi/commercial operators filing FAA Form 1800-31; and (2) charters.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Charlottesville-Albemarle Airport.

Brief Description of Project Approved for Use: Construct air carrier terminal access road.

Decision Date: August 20, 1999.

FOR FURTHER INFORMATION CONTACT:
 Arthur Winder, Washington Airports District Office, (703) 661-1363.

Public Agency: State of Connecticut, Department of Transportation, Bureau of Aviation and Ports, Windsor Locks, Connecticut

Application Number: 99-09-I-00-BDL.

Application Type: Impose a PFC.
PFC Level: \$3.00.

Total PFC Revenue Approved in This Decision: \$4,400,000.

Earliest Charge Effective Date: November 1, 1999.

Estimated Charge Expiration Date: January 1, 2000.

Class of Air Carriers Not Required To Collect PFC's: On-demand air taxi commercial operators.

Determination: Approved. Based on information contained 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 Bradley International Airport.

Brief Description of Project Approved for Collection Only: Reconstruction of the east end of taxiway "S".

Decision Date: August 23, 1999.

FOR FURTHER INFORMATION CONTACT:
 Priscilla Scott, New England Region Airports Division, (781) 238-7614.

Amendments to PFC Approvals

| Amendment No. city, state | Amendment approved date | Original approved net PFC revenue | Amended approved net PFC revenue | Original estimated charge exp. date | Amended estimated charge exp. date |
|--|-------------------------|-----------------------------------|----------------------------------|-------------------------------------|------------------------------------|
| 94-01-C-02-MLI, Moline, IL | 07/15/99 | \$11,551,645 | \$9,058,187 | 11/01/08 | 11/01/08 |
| 98-02-C-01-MLI, Moline, IL | 07/15/99 | 5,128,404 | 8,226,127 | 01/01/26 | 07/01/09 |
| 94-02-C-01-BRD, Brainerd, MN | 07/28/99 | 271,345 | 266,345 | 08/01/01 | 07/01/01 |
| 92-01-C-02-CMX, Hancock, MI | 08/09/99 | 171,224 | 164,920 | 08/01/01 | 07/01/01 |
| 94-02-U-01-CMX, Hancock, MI | 08/09/99 | NA | NA | 08/01/01 | 07/01/01 |
| 95-03-U-01-CMX, Hancock, MI | 08/09/99 | NA | NA | 08/01/01 | 07/01/01 |
| 95-02-C-03-BGM, Binghamton, NY | 08/16/99 | 971,843 | 1,021,843 | 08/01/05 | 04/01/06 |
| 92-01-C-01-JHW, Jamestown, NY | 08/16/99 | 434,822 | 449,624 | 02/01/00 | 02/01/00 |
| 98-05-C-01-BNA, Nashville, TN | 08/18/99 | 1,655,000 | 2,355,000 | 07/01/01 | 08/01/01 |
| 96-01-C-01-TRI, Bristol, TN | 08/19/99 | 8,476,249 | 5,859,025 | 02/01/09 | 11/01/05 |
| 96-04-C-01-SMF, Sacramento, CA | 08/20/99 | 96,224,000 | 78,993,780 | 07/01/06 | 08/01/06 |
| 98-07-I-01-PHL, Philadelphia, PA | 08/27/99 | 666,098,000 | 672,000,000 | 07/01/11 | 07/01/11 |

Issued in Washington, DC on September 28, 1999.

Eric Gabler,
 Manager, Passenger Facility Charge Branch.
 [FR Doc. 99-25729 Filed 10-1-99; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF THE TREASURY

Submission for OMB Review; Comment Request

September 21, 1999.

The Department of Treasury has submitted the following public information collection requirement(s) to OMB for review and clearance under the Paperwork Reduction Act of 1995,

Public Law 104-13. Copies of the submission(s) may be obtained by calling the Treasury Bureau Clearance Officer listed. Comments regarding this information collection should be addressed to the OMB reviewer listed and to the Treasury Department Clearance Officer, Department of the Treasury, Room 2110, 1425 New York Avenue, NW., Washington, DC 20220.

DATES: Written comments should be received on or before November 3, 1999 to be assured of consideration.

Departmental Offices/Community Development Financial Institutions (CDFI) Fund

OMB Number: 1505-0171.
Form Number: CDFI Form 0008.
Type of Review: Extension.
Title: Streamlining Survey.