

*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 quantifies, 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

activities and provide a better basis for establishing and negotiating international trade policy. Aggregate level trade data would be available established distribution channels to U.S. businesses and the general public.

The trade promotion component of the ITDS would provide information on both exporting and importing to the international trade community. By using the Department of Commerce's National Trade Data Bank, the system would provide user friendly electronic access to basic export and import information, market research reports, overseas contacts, duty rates, and information on international financial assistance. Reference materials such as U.S. Export Regulations, Customs Regulations, and an International Trade Terms Directory would be available online. A guide to U.S. agencies involved in international trade would also be available. Access to U.S. contacts at the Federal, State, and local levels including names, phone and fax numbers, and E-mail address would be in the system. Most importantly, the public portions of the system would be readily available to the general public through the Internet, and from kiosks in world Trade Centers, Federal Building's, public libraries, and Customs Houses around the country.

Proof of concept for the ITDS will be the North American Trade Prototype, a cargo and conveyance processing system being developed jointly by Canada, Mexico and the United States under the auspices of the Heads of customs Conference. Article 512 of NAFTA, entitled "Cooperation", states that to the extent possible the three Parties shall cooperate, for the purpose of facilitation of the flow of trade, the harmonization of documentation, standardization of data elements, the acceptance of an international data syntax, and the exchange of information. This North American Trade Automation Prototype (NATAP) will allow the Customs, Transportation, and Immigration Services, and other participating government agencies of all three countries to experiment with advanced processing and documentation systems and incorporate new techniques to facilitate and regulate the flow of trade among the three countries. NATAP is based on commercial, transaction-level information for all shipments, standard data elements and definitions, pre-arrival processing, Radio Frequency Identification Devices on conveyances to provide advance notice of arrival, paperless transactions, and UN/EDIFACT communication protocol.

NATAP itself will be a low volume test of new concepts with a limited

number of participants, operating at six sites. The sites are: Buffalo/Fort Erie, Detroit/Windsor, Laredo/Nuevo Laredo, El Paso/Ciudad, Otay Mesa/Tijuana, and Nogales/Nogales. It will operate in parallel with current systems. Participants in the Prototype must continue to meet all current requirements. NATAP will allow the three Custom administrations to step outside existing systems and experiment with new procedures and technologies to realize the goals and vision of NAFTA. Although NATAP will be limited in scope, the concepts that will be tested are a reflection of the full scale data system envisioned.

NATAP will encompass the transportation and commercial data for export and import processes in the land border environment. The extent to which each government extends the functionality of the Prototype for testing other agency requirements or to experiment with national risk assessment or selectivity processing system will be determined by each Customs authority. NATAP will be tested and evaluated at the above mentioned sites beginning in September, 1996 and is expected to run through March, 1997.

Customs invites the general public and other Federal agencies to comment on proposed and/or continuing information collections pursuant to the Paperwork Reduction Act of 1995 (Pub. L. 104-13; 44 U.S.C. 3505(c)(2)). The comments should address using commercial documents as the basis for processing the port clearance of international trade transactions at the border; the accuracy of the burden estimates in terms of reporting and record keeping and capitalization costs, if any; and ways to minimize the burden including the use of automated collection techniques or the use of other forms of information technology, as well as other relevant aspects of the information collection.

The comments that are submitted will be summarized and included in the Customs request for Office of Management and Budget (OMB) approval. All comments will become a matter of public record. In this document Customs is soliciting comments concerning the following information collection:

*Title:* Commercial Invoices.

*OMB Number:* 1515-0120.

*Form Number:* N/A.

*Abstract:* The collection of Commercial Invoices is necessary for the proper assessment of Customs duties. The information which is supplied by the foreign shipper is used

to assure compliance with statutes and regulations.

*Current Actions:* There are no changes to the information collection. This submission is being submitted to extend the expiration date.

*Type of Review:* Extension (without change).

*Affected Public:* Business or other for-profit institutions.

*Estimated Number of Respondents:* 350,000.

*Estimated Time Per Respondent:* 10 seconds.

*Estimated Total Annual Burden Hours:* 84,000.

*Estimated Total Annualized Cost on the Public:* \$1,201,200.00.

Dated: August 9, 1996.

V. Carol Barr,

Printing and Records Services Group.

[FR Doc. 96-20713 Filed 8-13-96; 8:45 am]

BILLING CODE 4820-02-P

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#### [T.D. 96-60]

#### Recordation of Trade Name: "OMI Industries Inc."

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

**ACTION:** Notice of Recordation.

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**SUMMARY:** On April 3, 1996, a notice of application for the recordation under section 42 of the Act of July 5, 1946, as amended (15 U.S.C. 1124), of the trade name "OMI INDUSTRIES INC.," was published in the Federal Register (61 FR 14851). The notice advised that before final action was taken on the application, consideration would be given to any relevant data, views, or arguments submitted in writing by any person in opposition to the recordation and received not later than June 3, 1996. No responses were received in opposition to the notice. Accordingly, as provided in section 133.14, Customs Regulations (19 CFR 133.14), the name "OMI INDUSTRIES INC.," is recorded as the trade name used by OMI Industries Inc., a corporation organized under the laws of the State of Ohio, located at 310 Outerbelt Street, Columbus, Ohio 43213.

The trade name is used in connection with aluminum and steel die cast products.

**EFFECTIVE DATE:** August 14, 1996.

**FOR FURTHER INFORMATION CONTACT:** Delois P. Johnson, Intellectual Property Rights Branch, 1301 Constitution Avenue, NW., (Franklin Court), Washington, D.C. 20229 (202 482-6960).