

and Integrity Reviews at the address above.

SUPPLEMENTARY INFORMATION:

A. General

The Computer Matching and Privacy Protection Act of 1988 (Pub. L. 100-503), amended the Privacy Act (5 U.S.C. 552a) by establishing the conditions under which computer matching involving the Federal Government could be performed and adding certain protections for individuals applying for and receiving Federal benefits. Section 7201 of the Omnibus Budget Reconciliation Act of 1990 (Pub. L. 101-508) further amended the Privacy Act regarding protections for such individuals. The Privacy Act, as amended, regulates the use of computer matching by Federal Agencies when records in a system of records are matched with other Federal, State, or local government records. It requires Federal agencies involved in computer matching programs to:

- (1) Negotiate written agreements with the other agency or agencies participating in the matching programs;
- (2) Obtain the Data Integrity Boards' approval of the match agreements;
- (3) Furnish detailed reports about matching programs to Congress and OMB;
- (4) Notify applicants and beneficiaries that their records are subject to matching; and
- (5) Verify match findings before reducing, suspending, terminating or denying an individual's benefits or payments.

B. SSA Computer Matches Subject to the Privacy Act

We have taken action to ensure that all of SSA's computer matching programs comply with the requirements of the Privacy Act, as amended.

Dated: February 14, 1996.
Shirley S. Chater,
Commissioner of Social Security.

Notice of Computer Matching Program, State and Local Government Prisoner Data Systems With SSA

A. Participating Agencies

SSA and State and Local Governments.

B. Purpose of the Matching Program

Section 202(x)(1) of the Social Security Act (the Act) prevents SSA from paying old-age, survivors, and disability insurance benefits to certain prisoners. Section 1611(e)(1)(A) of the Act provides, with some exceptions, that inmates in public institutions are not eligible for payments under the

supplemental security income program. The purpose of these matching programs is to assist SSA in enforcing these provisions.

C. Authority for Conducting the Matching Program

Section 202(x)(1), 1611(e)(1)(A), 202(x)(3), and 1631(e)(1)(a) of the Act.

D. Categories of Records and Individuals Covered by the Match

State and local government prison systems will submit names and other identifying information of prisoners from prisoner data systems. The SSA master files of Social Security Number holders and Social Security Number applications contains the SSNs and identifying information for all SSN holders. The SSA master beneficiary record and supplemental security income record contain beneficiary and payment information.

E. Inclusive Dates of the Match

These matching programs shall become effective no sooner than 40 days after a copy of the model agreement, as approved by the SSA Data Integrity Board, is sent to Congress and the Office of Management and Budget (OMB) (or later if OMB objects to some or all of the agreement) or 30 days after publication of this notice in the Federal Register, or after both parties to each individual agreement have signed the agreement, whichever date is later. The matching program will continue for 18 months from the effective date and may be extended for an additional 12 months thereafter, if certain conditions are met.

[FR Doc. 96-4349 Filed 2-26-96; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings; Agreements Filed During the Week Ending February 16, 1996

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C. 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-96-1077.

Date filed: February 13, 1996.

Parties: Members of the International Air Transport Association.

Subject: COMP Telex Mail Vote 774, Amend Excess baggage charge from Israel, Intended effective date: March 1, 1996.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-4422 Filed 2-26-96; 8:45 am]

BILLING CODE 4910-62-P

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending February 16, 1996

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 et. seq.). The due date for Answers, Conforming Applications, or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: OST-96-1075.

Date filed: February 13, 1996.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 12, 1996.

Description: Application of Pro Air, Inc., pursuant to 49 U.S.C. 41102 and Subpart Q of the Regulations, requests a certificate of public convenience and necessity authorizing interstate scheduled air transportation of persons, property and mail.

Docket Number: OST-96-1076.

Date filed: February 13, 1996.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: March 12, 1996.

Description: Application of Pro Air, Inc., pursuant to 49 U.S.C. 41102 and Subpart Q of the Regulations, requests a certificate of public convenience and necessity authorizing foreign scheduled air transportation of persons, property and mail.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-4423 Filed 2-26-96; 8:45 am]

BILLING CODE 4910-62-P

National Highway Traffic Safety Administration

[Docket No. 96-015; Notice 01]

Publication of Report

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.
ACTION: Notice of updated survivability and vehicle miles traveled schedules.

SUMMARY: NHTSA has updated the passenger car and light truck schedules for survivability and vehicle miles traveled (VMT). These schedules are presented in the Final Report Updated

Vehicle Survivability and Travel Mileage Schedules (DOT HS808339, November 1995). These updated schedules will be used to assess the effects of proposed fuel economy and safety standards.

FOR FURTHER INFORMATION AND COPIES OF THE REPORT CONTACT:

Alan Berkowitz, Office of Planning and Consumer Programs, Safety Performance Standards, NHTSA, Washington, DC 20590, extension 202 366-4795.

Issued on: February 21, 1996.

Barry Felrice,

Associate Administrator for Safety Performance Standards.

[FR Doc. 96-4385 Filed 2-26-96; 8:45 am]

BILLING CODE 4910-59-M

DEPARTMENT OF THE TREASURY

Customs Service

Announcement of National Customs Automation Program Test Regarding Remote Location Filing

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

ACTION: General notice.

SUMMARY: This notice is to announce that Customs is permitting an extension and expansion of the current Remote Location Filing Prototype One until the implementation of Remote Prototype Two. Remote Prototype Two will be conducted under the National Customs Automation Program (NCAP) prototype in the Automated Commercial Environment (ACE). This notice also invites public comments concerning any aspect of Remote Prototype One, informs interested members of the public of the eligibility requirements for voluntary participation in the testing of the extension of the first prototype, and describes the basis on which Customs will select the additional participants.

EFFECTIVE DATE: The first prototype test which began on June 19, 1995 will be extended until implementation of the NCAP Prototype, which includes Remote Prototype Two, and is scheduled to commence no sooner than January 1, 1997. Comments concerning the methodology of the first remote filing prototype must be received on or before March 28, 1996. To participate in the first prototype test, the necessary information, as outlined in this notice, must be filed with Customs on or before March 28, 1996.

ADDRESSES: Written comments regarding this notice, and information submitted to be considered for voluntary participation in the extension

of the first prototype should be addressed to the Remote Filing Team, U.S. Customs Service, 4455 Genesee Street Room 342, Buffalo, New York 14225.

FOR FURTHER INFORMATION CONTACT: For systems or automation issues: Russ Lanouette (202) 927-0322, or Jackie Jegels (202) 927-0201. For operational or policy issues: Linda LeBaron (716) 626-0400 extension 204.

SUPPLEMENTARY INFORMATION:

Background

Title VI of the North American Free Trade Agreement Implementation Act (the Act), Public Law 103-182, 107 Stat. 2057 (December 8, 1993), contains provisions pertaining to Customs Modernization (107 Stat. 2170). Subtitle B of title VI establishes the National Customs Automation Program (NCAP)—an automated and electronic system for the processing of commercial importations. Section 631 in Subtitle B of the Act creates sections 411 through 414 of the Tariff Act of 1930 (19 U.S.C. 1411-1414), which define and list the existing and planned components of the NCAP (section 411), promulgate program goals (section 412), provide for the implementation and evaluation of the program (section 413), and provide for remote location filing (RLF) (section 414). Section 101.9(b) of the Customs Regulations (19 CFR 101.9(b)), implements the testing of NCAP components. See, T.D. 95-21 (60 FR 14211, March 16, 1995).

On April 6, 1995, Customs published a document in the Federal Register (60 FR 17605) announcing Customs plan to conduct the first of at least two prototype tests regarding remote location filing. The document invited public comments concerning any aspect of the test, informed interested members of the public of the eligibility requirements for voluntary participation in the testing and described the basis on which Customs would be selecting participants. The test was to commence no earlier than June 1, 1995, and was planned to be run for approximately six months. The test began on June 19, 1995.

On September 12-13, 1995, the Remote Team held an interim evaluation session for Remote Prototype One. The group discussed the positive and negative aspects of the Remote prototype.

Positive factors identified were: faster release and other processing; facilitation of cargo movement; decrease in need for paper; increased cost savings; promotion of service and account based processing; and established good

partnership between Customs and Trade.

Negative factors identified as high priority for resolution were:

1. The test is limited in scenarios, Customs locations, and participants;
2. There are problems or limitations under Customs current Automated Commercial System (ACS) as well as uncertainty about the specifics of future capabilities under Customs Automated Commercial Environment (ACE);
3. There are issues that revolve around lack of coordination with other government agencies and computer interfaces that are incomplete or nonexistent;
4. There is a need for more complete training, cross training, and coordination for Customs, trade, and other government agencies.

After several structured group interview sessions, sub-teams were formed with internal and external participants to coordinate ideas and assign taskings to address or resolve issues #2-4. These sub-teams will remain intact in an effort to move forward with the resolution of the factors identified.

To address the first factor, the Assistant Commissioner, Office of Field Operations has approved the extension and expansion of Remote Prototype One until the implementation of Remote Prototype Two. Remote Prototype Two will be conducted under the ACE/NCAP Prototype umbrella and commence no sooner than January 1, 1997. This extension will allow for the Remote Team to work on improving systems planning, coordinating with other government agencies, and developing better training efforts with the benefit of additional scenarios, and an increased volume of transactions and participants. In addition, the NCAP Prototype will afford the Remote team the opportunity to test Remote under a more developed ACE system and within the developing Trade Compliance process.

Please note that participants for Remote Prototype Two will be selected under separate criteria to be outlined in a separate NCAP Prototype Federal Register notice. Therefore, Remote Prototype One participants may or may not qualify for Remote Prototype Two.

I. Description of Proposed Test

The Concept of Remote Location Filing

Remote Location Filing (RLF) will allow a program participant to file electronically an entry of merchandise with Customs from a location within the United States other than at the port of arrival or location of examination. Due to the nature of this prototype test,