

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 Section, 450 Fifth Street, NW., Washington, DC. Copies of such filing will also be available for inspection and copying at the principal office of the above-mentioned self-regulatory organization. All submissions should refer to the file number in the caption above and should be submitted by March 7, 1997.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.²

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 97-3789 Filed 2-13-97; 8:45 am]

BILLING CODE 8010-01-M

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Request for Public Comments on U.S. Positions in Negotiations on the People's Republic of China's Accession to the World Trade Organization

AGENCY: Office of the United States Trade Representative.

ACTION: Request for public comments.

SUMMARY: The Trade Policy Staff Committee (TPSC) is requesting additional written comments from the public with respect to issues arising in the context of negotiations on the terms and conditions of the People's Republic of China's (China) accession to the World Trade Organization (WTO). In particular, the TPSC is seeking information on market access issues, including tariffs, non-tariff measures, services, access for agricultural products, subsidies and investment policies, and protection of intellectual property rights. The Executive Branch will consider the written comments received in developing and refining U.S. positions and objectives in China's accession negotiations.

EFFECTIVE DATE: Written comments must be received no later than noon, March 14, 1997.

FOR FURTHER INFORMATION CONTACT: Martha Cheng, Director for China, 202-395-5050, or Catherine Field, Senior Counsel for Multilateral Affairs, 202-395-3432, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

SUPPLEMENTARY INFORMATION: The Chairman of the TPSC invites written

comments from the public on issues to be addressed in the context of negotiations on China's accession to the WTO. Although the TPSC requested and received comments from the public in July 1994 and August 1988 on China's accession to GATT 1947, the need to obtain more current views and advice on a broad range of issues prompted this request. Specifically, the TPSC is seeking written comments on the full range of issues in China's accession process including: (1) Market access issues related to industrial goods, agriculture, and services (including financial and telecommunications services), such as tariff rates, trading rights, standards, sanitary and phytosanitary measures, import licensing, customs valuation, state trading and trade-related investment measures; (2) non-tariff measures affecting U.S. imports such as licenses, quotas, registration requirements or other measures; (3) China's application of WTO "rules" and disciplines, such as transparency, judicial review, uniform application of its trade rules, compliance with subsidies and antidumping rules, (4) safeguards and (5) protection of intellectual property rights.

All comments will be considered in developing the U.S. position and objectives. Information on products or practices subject to these negotiations should include, whenever appropriate, the import or export tariff classification number used by China for the product concerned.

Written Comments From the Public: Requirements for Submission

Interested persons are invited to submit written comments concerning the issues identified in this notice. Comments must be filed in accordance with the requirements set forth in 15 CFR 2006.8(b) (55 FR 20593) and must be filed on or before noon on Friday, March 14, 1997. Comments must be in English and provided in twenty copies to: Gloria Blue, Room 501, Office of the U.S. Trade Representative, 600 17th Street NW., Washington DC 20508. If the comments contains business confidential information and a party is requesting an exemption from disclosure, each page containing such information should be clearly marked "BUSINESS CONFIDENTIAL," in a contrasting color ink at the top of each page, and 20 copies of a non-confidential summary of the confidential information and a cover letter requesting and justifying such treatment submitted. The version that does not contain business confidential information (the public version) should

be clearly marked at the top and bottom of each page (public version or nonconfidential). This version and the nonconfidential summary shall be available for public inspection by appointment, in the USTR Reading Room, 600 17th Street, NW., Room 101, Washington, DC, Monday through Friday, 10:00 a.m. to 12:00 noon and 1:00 p.m. to 4:00 p.m.

Frederick L. Montgomery,

Chairman, Trade Policy Staff Committee.

[FR Doc. 97-3759 Filed 2-13-97; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

[Docket 37554]

Notice of Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 96-12-14 established the currently effective two-month SFFL applicable through January 31, 1997.

In establishing the SFFL for the two-month period beginning February 1, 1997, we have projected non-fuel costs based on the year ended September 30, 1996 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 97-2-6 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic—1.5555

Latin America—1.5851

Pacific—1.5971

For Further Information Contract:
Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: February 10, 1997.

Patrick V. Murphy,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 97-3757 Filed 2-13-97; 8:45 am]

BILLING CODE 4910-62-M

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

² 17 CFR 200.30-3(a)(12).

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In January 1997, there were 12 applications approved. Additionally, five 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: County of Jefferson, Beaumont, Texas.

Application Number: 96-02-C-00-BPT.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$529,000.

Estimated Charge Effective Date: May 1, 1997.

Estimated Charge Expiration Date: March 1, 1999.

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

Brief Description of Projects Approved for Collection and Use: Aircraft rescue and firefighting (ARFF) vehicle replacement, Improve runway 12 safety area, PFC application and administrative costs.

Decision Date: January 3, 1997.

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

Public Agency: City of Syracuse Department of Aviation, Syracuse, New York.

Application Number: 96-02-C-00-SYR.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$7,887,547.

Estimated Charge Effective Date: April 1, 1997.

Estimated Charge Expiration Date: February 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: 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 approved class accounts for less than 1 percent of the total annual enplanements at Syracuse Hancock International Airport.

Brief Description of Project Approved for Collection and Use: De-icing fluid collection.

Decision Date: January 13, 1997.

For Further Information Contact: Philip Brito, New York Airports District Office, (516) 227-3803.

Public Agency: City of North Bend, Oregon.

Application Number: 96-02-C-00-OTH.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$68,731.

Estimated Charge Effective Date: January 1, 1998.

Estimated Charge Expiration Date: April 1, 1999.

Class of Air Carriers Not Required To Collect PFC's: Non-scheduled air taxi/commercial operators utilizing aircraft having a seating capacity of less than 20 passengers.

Determination: Approved. Based on information submitted 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 North Bend Municipal Airport.

Brief Description of Projects Approved for Collection and Use: Environmental assessment, Airport layout plan update and pavement/maintenance management, Replace existing lighted wind cone and segmented circle and installation of supplemental wind cones, Terminal parking lot improvements.

Brief Description of Withdrawn Projects: East side terminal area site preparation.

Determination: This project was withdrawn by the public agency in its letter dated December 5, 1996. Therefore, the FAA will not rule on this project in this decision. East airport roadway alignment.

Determination: This project was withdrawn by the public agency in its letter dated October 22, 1996. Therefore, the FAA will not rule on this project in this decision.

Decision Date: January 15, 1997.

For Further Information Contact: Mary Vargas, Seattle Airports District Office, (206) 227-2660.

Public Agency: City of Burlington, Vermont.

Application Number: 96-01-I-00-BTV.

Application Type: Impose a PFC.

PFC Level: \$3.00.

Total Approved Net PFC Revenue in This Decision: \$5,523,153.

Estimated Charge Effective Date: April 1, 1997.

Estimated Charge Expiration Date: November 1, 2001.

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

Determination: Approved. Based on information submitted 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 Burlington International Airport.

Brief Description of Projects Approved for Collection: Expand terminal/landside, South commuter ramp expansion, Reconstruct north end of taxiway A, Purchase runway sweeper.

Brief Description of Project Partially Approved for Collection: North end development.

Determination: Partially approved. The fuel farm portion of this project is not eligible under Airport Improvement Program criteria, Program Guidance Letter 90-1.2. Therefore, only the apron expansion portion of the project is eligible for PFC funding.

Decision Date: January 16, 1997.

For Further Information Contact: Priscilla A. Scott, New England Region Airports Division, (617) 238-7614.

Public Agency: City of Redding, California.

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

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$1,195,000.

Estimated Charge Effective Date: April 1, 1997.

Estimated Charge Expiration Date: June 1, 2005.

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

Brief Description of Projects Approved for Collection and Use: Terminal building remodel, ARFF equipment, Land acquisition, phase I, Runway 16/34 pavement rehabilitation, Runway 34 approach end safety area culvert.

Decision Date: January 23, 1997.

For Further Information Contact: Marlys Vandervelde, San Francisco Airports District Office, (415) 876-2806.

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

Application Number: 96-05-U-00-BDL.

Application Type: Use PFC revenue.

PFC Level: \$3.00.

Total PFC Revenue Approved for Use in This Decision: \$1,978,000.

Charge Effective Date: October 1, 1993.

Charge Expiration Date: January 1, 1997.

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

Brief Description of Projects Approved for Use: Construction of taxiway J between taxiway R and runway 15/33 on the westerly side of runway 6/24 and miscellaneous items, Remote ramp lights, Security fencing project.

Decision Date: January 27, 1997.

For Further Information Contact: Priscilla A. Scott, new England Region Airports Division, (617) 238-7614.

Public Agency: Massachusetts Port Authority, Boston, Massachusetts.

Application Number: 96-02-C-00-BOS.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$163,037,000.

Estimated Charge Effective Date: January 1, 2001.

Estimated Charge Expiration Date: September 1, 2012.

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 approved class accounts for less than 1 percent of the total annual enplanements at General Edward Lawrence Logan International Airport.

Brief Description of Projects Approved for Use: Residential sound insulation, Terminal E modernization, Circulating roadways.

Brief Description of Project Approved for Collection and Use: Elevated walkways.

Decision Date: January 27, 1997.

For Further Information Contact: Priscilla A. Scott, New England Regional Airports Division, (617) 238-7614.

Public Agency: County of Kalamazoo, Kalamazoo, Michigan.

Application Number: 97-01-C-00-AZO.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$3,276,183.

Estimated Charge Effective Date: April 1, 1997.

Estimate Charge Expiration Date: December 1, 2001.

Class of Air Carriers Not Required to Collect PC's: Part 135 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 approved class accounts for less than 1 percent of the total annual enplanements at Kalamazoo/Battle Creek International Airport.

Brief Description of Projects Approved for Collection and Use: Taxiways, grooving, precision approach path indicator, and building removal, Entrance road rehabilitation, Security access system installation, Obstruction removal, Acquire snow removal equipment (SRE), front and loader, Construct hold aprons, General aviation apron drainage and friction testing vehicle, Acquire ARFF vehicle, Taxiway G rehabilitation, Taxiway F and G lighting, Airfield signs, Supplemental wind cones, Security fencing and gates, Runway fillets and taxiways rehabilitation, Acquire SRE, truck with plow, Environmental assessment for general aviation taxiway, Master plan update, Taxiway C rehabilitation, Wheelchair lift, Interactive training network, Road canopy.

Brief Description of Project Partially Approved for Collection and Use: Acquire Air Zoo Restoration Center.

Determination: Partially approved. This project was included in the application using estimated costs. The final costs of this project was determined prior to the FAA's decision on the application and that final cost was less than estimated. Therefore, the PFC amount has been reduced from that requested.

Brief Description of Projects Approved for Collection: Taxiway B rehabilitation and relocation, Clycol capture system, Wetland mitigation, Commuter concourse expansion, Taxiway D rehabilitation, Perimeter road, Taxiway A rehabilitation, Taxiway E rehabilitation, Baggage claim area expansion.

Brief Description of Project Partially Approved for Collection: Construct taxiway H.

Determination: Partially approved. This project was included in the application using an incorrect percentage of state funds. After correcting the amount of anticipated state funding, the PFC approved amount has been reduced from that requested.

Brief Description of Withdrawn Project: Runway 17/35—rehabilitation.

Determination: This project was withdrawn by the public agency in its letter dated January 9, 1997. Therefore, the FAA will not rule on this project in this decision.

Decision Date: January 27, 1997.

For Further Information Contact: Jack D. Roemer, Detroit Airports District Office, (313) 487-7282.

Public Agency: Capital Region Airports Authority, Lansing, Michigan.
Application Number: 97-02-U-00-LAN.

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

Total PFC Revenue Approved for Use in This Decision: \$8,489,276.

Charge Effective Date: October 1, 1993.

Estimated Charge Expiration Date: June 1, 2002.

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

Brief Description of Projects Approved for Use: ARFF access road construction, Rehabilitate airport services (access) roads, Obstruction removal, Freight ramp construction, Construction of taxiway.

Decision Date: January 27, 1997.

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

Public Agency: County of Dane, Madison, Wisconsin.

Application Number: 97-03-C-00-MSN.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$2,305,000.

Estimated Charge Effective Date: May 1, 2000.

Estimated Charge Expiration Date: December 1, 2001.

Class of Air Carriers Not Required To Collect PFC's: Part 135 air taxis.

Determination: Approved. Based on information submitted 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 Dane County Regional Airport.

Brief Description of Projects Approved for Collection and Use: Construct parallel taxiway 3/21, Land acquisition for runway 3/21, Construct north perimeter road for runway 3/21.

Decision Date: January 28, 1997.

For Further Information Contact: Sandra E. DePottay, Minneapolis Airports District Office, (612) 725-4221.

Public Agency: Regional Airport Authority of Louisville and Jefferson County, Louisville, Kentucky.

Application Number: 97-01-C-00-SDF.

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$40,000,000.

Estimated Charge Effective Date: May 1, 1997.

Estimated Charge Expiration Date: May 1, 2007.

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 approved class accounts for less than 1 percent of the total annual enplanements at Louisville International Airport.

Brief Description of Project Approved for Collection and Use: Part 150 approved property acquisitions.

Decision Date: January 29, 1997.

For Further Information Contact: Cager Swauncy, Jr., Memphis Airports District Office, (901) 544-3495.

Public Agency: Norfolk Airport Authority, Norfolk, Virginia.

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

Application Type: Impose and use a PFC.

PFC Level: \$3.00.

Total Net PFC Revenue Approved in This Decision: \$51,961,000.

Estimated Charge Effective Date: April 1, 1997.

Estimated Charge Expiration Date: March 1, 2010.

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 approved class accounts for less than 1 percent of the total annual enplanements at Norfolk International Airport.

Brief Description of Project Partially Approved for Collection and Use: Arrivals terminal building.

Determination: Partially approved. The FAA has analyzed all pertinent data submitted by the Norfolk Airport Authority and, based on the criteria in Advisory Circular 150/5360-13 (Planning and Design Guidelines for Airport Terminal Facilities), it has determined that only four instead of the five requested baggage claim units and one of the two oversize claim devices requested are eligible. Additionally, areas of the mezzanine and basement levels were determined ineligible. A total of 138,930 square feet has been determined eligible for PFC collection. In addition, the 17,000 square foot enclosed pedestrian bridge with moving sidewalk as well as the associated roadway realignment are eligible.

Decision Date: January 30, 1997.

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	Amended estimated charge exp. date	Original estimated charge exp. date
94-02-C-01-MSP, Minneapolis, MN	09/19/96	\$107,376,000	\$113,408,100	03/01/99	05/01/99
93-03-I-03-SPI, Springfield, IL	12/18/96	4,150,941	4,508,030	01/01/10	02/01/06
92-01-C-05-SJC, San Jose, CA	01/15/97	54,361,826	34,361,826	04/01/99	01/01/99
93-01-C-04-RHI, Rhinelander, WI	01/21/97	177,651	183,301	04/01/96	04/01/96
93-01-C-01-BOS, Boston, MA	01/27/97	237,662,000	598,800,000	01/01/11	10/01/11

Issued in Washington, DC, on February 7, 1997.

Joseph M. Hebert,

Acting Manager, Passenger Facility Charge Branch.

[FR Doc. 97-3755 Filed 2-13-97; 8:45 am]

BILLING CODE 4910-13-M

Surface Transportation Board

[STB Finance Docket No. 33342]

Eastern Shore Railroad, Inc.; Lease and Operation Exemption; Norfolk Southern Railway Company

Eastern Shore Railroad, Inc. (ESHR), a Class III rail carrier, has filed a notice of exemption under 49 CFR 1150.41 to lease and operate two related and contiguous rail line segments,¹ forming one continuous line, owned and operated by Norfolk Southern Railway Company, a Class I rail carrier, between approximately milepost SN-2.1 at North Junction, Norfolk, VA, and approximately milepost SN-6.7 at Diamond Springs, Virginia Beach, VA, (including two switching or connecting

tracks known as the Joint Track at Coleman Place and the Middle Track), a distance of approximately 4.6 miles.

The transaction is expected to be consummated on or after February 6, 1997.

If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33342, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on Larry E. LeMond, Eastern Shore Railroad, Inc., 202 Mason Avenue, P. O. Box 312, Cape Charles, VA 23310.

Decided: February 5, 1997.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 97-3799 Filed 2-13-97; 8:45 am]

BILLING CODE 4915-00-P

[STB Finance Docket No. 33288]

Pickens Railway Company; Purchase Exemption; CSX Transportation, Inc.

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board, pursuant to 49 U.S.C. 10502, exempts from the prior approval requirements of 49 U.S.C. 11323 Pickens Railway Company's (Pickens) purchase from CSX Transportation, Inc. (CSXT), of 9.61 miles of main line and spur trackage, from milepost AKH-555.088 to milepost AKH-561.409 and from milepost AKM-7.245 to milepost AKM-8.072, in Anderson, SC.¹ Pickens will also acquire, through assignment from CSXT, 11.96 miles of CSXT trackage rights over Norfolk Southern Railway Company's line between Belton, SC, and Anderson. The exemption will be subject to standard labor protective conditions.

DATES: This exemption will be effective on March 16, 1997. Petitions to reopen must be filed by March 11, 1997.

¹ The segments are the 3.1-mile North Beach Route and the 1.5-mile Diamond Springs Line.

¹ The two segments of main line track are connected by the Orr Mill Spur.