20.a. In the United States:

(_____) (_____) (_____)
(_____) (_____) (_____)

20.b. In Mexico:

(_____) (_____) (_____)
(_____) (_____) (_____)

20.c In Canada:

(_____) (_____) (_____)
(_____) (_____) (_____)

Section D. Supplemental Information

21. Information regarding further consideration of requests published in 1997:
22. Other supplemental information:
Signature of person filing the petition: (_____) Date: (_____)
Organization: (_____) Title or position: (_____)

[FR Doc. 99–13552 Filed 5–26–99; 8:45 am]

BILLING CODE 3190–01–P

OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

[Docket No. 301–118]

Mexican Practices Affecting High Fructose Corn Syrup (HFCS)

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of results of section 302 investigation.

SUMMARY: The United States Trade Representative (USTR) has conducted an investigation initiated under section 302(a) of the Trade Act of 1974, as amended (the Trade Act) (19 U.S.C. 2412(a)), with respect to certain acts, policies and practices of the Government of Mexico that affect access to the Mexican market for high fructose corn syrup (HFCS). The USTR initiated this investigation on May 15, 1998, in response to a petition filed by the Corn Refiners Association, Inc. Because the matters investigated suggest that the Government of Mexico unreasonably encouraged and supported an agreement between representatives of the Mexican sugar industry and the Mexican soft drink bottling industry to limit the soft drink industry's purchases of HFCS, the USTR has determined that it would be appropriate to explore further the nature and consequences of Mexican Government involvement in this matter and to continue consultations with the Government of Mexico on issues related to trade in HFCS, with the aim of securing fair and equitable market opportunities for U.S. producers.

ADDRESSES: Office of the United States Trade Representative, 600 17th Street, NW, Washington, DC 20508.

FOR FURTHER INFORMATION CONTACT: John Melle, Senior Director, North American Affairs, (202) 395–3412 or Demetrios Marantis, Assistant General Counsel, (202) 395–3581.

SUPPLEMENTARY INFORMATION: On April 2, 1998, the Corn Refiners Association, Inc. filed a petition pursuant to section 302(a) of the Trade Act alleging that certain acts, policies and practices of the Government of Mexico affecting HFCS are actionable under section 301 of the Trade Act because they are unreasonable and deny fair and equitable market opportunities for U.S. exporters of HFCS. In particular, the petition alleged that, with the support and encouragement of the Government of Mexico, representatives of the Mexican sugar industry and the Mexican soft drink bottling industry entered into an agreement in September 1997 to limit the soft drink industry's purchases of HFCS. According to the petition, the purpose and effect of this agreement was to restrict both the volume of HFCS imports from the United States and the purchases of HFCS by the U.S. companies that have made investments in Mexican production facilities. The petition further alleged that the Government of Mexico actively supports this agreement, which has reduced U.S. exports of HFCS to Mexico and therefore burdens and restricts U.S. commerce.

On May 15, 1998, the USTR determined that an investigation should be initiated under section 302(a) of the Trade Act. Section 304(a) of the Trade Act requires the USTR to issue a determination in cases, such as this, which do not involve a trade agreement, within twelve months after the date on which the investigation is initiated.

The matters investigated suggest that the Government of Mexico unreasonably encouraged and supported an agreement between representatives of the Mexican sugar industry and the Mexican soft drink bottling industry to limit the soft drink industry's purchases of HFCS. Press reports indicate that Mexican Government officials have applauded the conclusion of this agreement and endorsed the goal of avoiding an increase in imports of HFCS; and the Government of Mexico has not refuted these allegations. Therefore, the USTR has determined that it would be appropriate to explore further the nature and consequences of Mexican Government involvement in this matter. In this regard, the United States will, as a high priority, continue consultations with the Government of Mexico on issues related to trade in HFCS, with the aim of securing fair and equitable market opportunities for U.S. producers.

Demetrios J. Marantis,

Acting Chairman, Section 301 Committee.

[FR Doc. 99–13489 Filed 5–26–99; 8:45 am]

BILLING CODE 3190–01–P

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 April 1999, there were 10 applications approved. This notice also includes information on one application, approved in March 1999, inadvertently left off the March 1999 notice. Additionally, 11 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 Public Law 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:
City of Chico, California.
Application Number: 99–03–C–00–CIC.
Application type: Impose and use a PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: 89,300.
Earliest Charge Effective Date: June 1, 1999.
Estimated Charge Expiration Date: February 1, 20001.
Class of Air Carriers Not Required to Collect PFC's: None.
Brief Description of Projects Approved for Collection and Use:
Terminal building improvements
Passenger boarding ramp/life
Decision Date: March 29, 1999.

FOR FURTHER INFORMATION CONTACT: Marlys Vandervelde, San Francisco Airports District Office, (650) 876–2806.

Public Agency: Town of Islip, New York.
Application Number: 99–03–C–00–ISP.
Application Type: Impose and use of PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $180,000.
Earliest Charge Effective Date: July 1, 2012.
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 proposed class accounts for less than 1 percent of the total annual enplanements at Long Island Mac Arthur Airport.
Brief Description of Projects Approved for Collection and Use:
Rehabilitation of runway 15L/33R
Rehabilitation of taxiways C and B–3
Decision Date: April 7, 1999.

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

Public Agency: Broome County Department of Aviation, Binghamton, New York.
Application Number: 99–04–C–00–BGM.
Application Type: Impose and use a PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $1,547,500.
Earliest Charge Effective Date: January 1, 2002.
Estimated Charge Expiration Date: August 1, 2005.
Class of Air Carriers Not Required to Collect PFC's: Nonscheduled/on-demand air carriers filling 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 Binghamton Regional Airport.
Brief Description of Projects Approved for Collection and Use:
Apron expansion (west ramp)
Maintenance building (design)
PFC administration
Brief Description of Project Approved for Use: Terminal building rehabilitation.
Brief Description of Projects Approved for Collection: Maintenance building (construction).
Decision Date: April 9, 1999.

FOR FURTHER INFORMATION CONTACT: Philip Brito, New York Airports District Office, (516) 227–3800.

Public Agency: County of Emmet, Pellston, Michigan.
Application Number: 99–08–U–00–PLN.
Application Type: Use PFC revenue.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $22,750.
Charge Effective Date: June 1, 1997.
Estimated Charge Expiration Date: September 1, 2002.
Class of Air Carriers Not Required to Collect PFC's: No change from previous decision.
Brief Description of Projects Approved for Collection and Use:
Replace aircraft rescue and firefighting (ARFF) vehicle
Emergency standby generator
Acquire handicap loading device
Decison Date: April 14, 1999.

FOR FURTHER INFORMATION CONTACT: Jon Gilbert, Detroit Airports District Office, (734) 487–7281.

Public Agency: Port of Portland, Portland, Oregon.
Application Number: 99–06–C–00–PDX.
Application Type: Impose and use a PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $194,309,000.
Earliest Charge Effective Date: April 1, 2002.
Estimated Charge Expiration Date: August 1, 2009.
Class of Air Carriers Not Required to Collect PFC's: Air Taxi and 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 Portland International Airport.
Brief Description of Projects Approved for Collection and Use: Terminal expansion south—phase 2.
Decision Date: April 16, 1999.

FOR FURTHER INFORMATION CONTACT: Mary Vargas, Seattle Airports District Office, (425) 227–2660.

Public Agency: Johnstown-Cambria County Airport Authority, Johnstown, Pennsylvania.
Application Number: 98–04–C–00–JST.
Application Type: Impose and use a PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $496,540.
Earliest Charge Effective Date: July 1, 1999.
Estimated Charge Expiration Date: April 1, 2003.
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 proposed class accounts for less than 1 percent of the total annual enplanements at Johnstown-Cambria County Airport.
Brief Description of Project Approved for Collection and Use: Terminal building construction.
Decision Date: April 16, 1999.

FOR FURTHER INFORMATION CONTACT: John Carter, Harrisburg Airports District Office, (717) 730–2832.

Public Agency: Susquehanna Area Regional Airport Authority, Middletown, Pennsylvania.
Application Number: 99–02–C–00–MDT.
Application Type: Impose and use a PFC.
PFC Level: $3.00.
Total PFC Revenue Approved in This Decision: $2,076,083.
Earliest Charge Effective Date: July 1, 1999.
Estimated Charge Expiration Date: July 1, 2000.
Class of Air Carriers Not Required to Collect PFC's: Non-scheduled on-demand air carriers.
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 Harrisburg International Airport.
Brief Description of Project Approved for Collection and Use:

Deicing system database/permits
Loading bridge replacements
Deicing system design studies
Revolving security door replacement
Taxiway guidance signs
Trackless plow/blower
Equipment storage building
Runway overlay, phase 1
Deicing truck/tank
Dozer/spreader
ARFF Titan 4X4 vehicle
ARFF 6X6 vehicle
Master plan
Multi-user flight information display system
Commuter concourse expansion
PFC application development

Decision Date: April 16, 1999.

FOR FURTHER INFORMATION CONTACT: Oscar Sanchez, Harrisburg Airports District Office, (717) 730–2834.

Public Agency: City of Tyler, Texas.

Application Number: 99–03–C–00–TYR.

Application Type: Impose and use a PFC.

PFC Level: $3.00.

Total PFC Revenue Approved in This Decision: $1,123,700.

Earliest Charge Effective Date: January 1, 2003.

Estimated Charge Expiration Date: October 1, 2009.

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

Brief Description of Project Approved for Collection and Use:

New passenger terminal building area (final design and bidding phase)
PFC application fee

Decision Date: April 20, 1999.

FOR FURTHER INFORMATION CONTACT: Ben Guttery, Southwest Region Airports Division, (817) 222–5614.

Public Agency: Jacksonville Port Authority, Jacksonville, Florida.

Application Number: 99–04–C–00–JAX.

Application Type: Impose and use a PFC.

PFC Level: $3.00.

total PFC Revenue Approved in This Decision: $5,010,000.

Earliest Charge Effective Date: September 1, 2000.

Estimated Charge Expiration Date: June 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 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 Jacksonville International Airport.

Brief Description of Project Approved for Collection and Use: ARFF vehicle.

Brief Description of Project Approved in Part for Collection and Use: Terminal development planning and preliminary design.

Determination: Partially approved. Based on initial analysis in the 1997 terminal area master plan study, a portion (18 percent) of the new terminal development would not meet PFC requirements under § 158.15(b)(1) or (6) or Airport Improvement Program (AIP) eligibility requirements in accordance with paragraph 551(d) of FAA Order 5100.38A, AIP Handbook (October 24, 1989). Accordingly, 18 percent of the planning and preliminary design costs for the new terminal development would not be PFC eligible.

Brief Description of Projects Disapproved: Land acquisition.

Determination: Disapproved. Based on information the public agency submitted in its application and during the FAA's review of the application, the FAA has determined that the public agency has not adequately justified this land acquisition project. Furthermore, the FA has determined that this land acquisition project is not eligible under PFC criteria, § 158.15(b)(1), or AIP criteria, paragraphs 711(d), 602(c), 553(a), and 600(d) of FAA Order 5100.38A, AIP Handbook (October 24, 1989). Specifically, the public agency did not provide information indicating that non-compatible development of the land to be acquired is highly likely, that local land use controls are inadequate to prevent non-compatible development, or that the access roads would be located on airport property and exclusively serve airport traffic. In addition, that portion of the land that the public agency indicated would provide areas for non-aviation development is not PFC or AIP eligible. In addition, the entire acreage of five of the parcels appears to be more property than would be required for the construction of cargo and access roads. Finally, the public agency did not provide any information justifying the acquisition of he entire parcels rather than the minimum needed for the roads.

Runway 31 extension and related taxiway improvements: environmental assessment.

Determination: Disapproved. Based on information the public agency submitted in its application, the FAA has determined that the public agency did not provide adequate justification for the runway extension. Specifically, the public agency did not submit information demonstrating that the primary runway orientation provides less than 95 percent wind coverage. Nor did the public agency provide information which would justify a runway extension to accommodate current or forecast aircraft operations needs. Since environmental assessments must be accomplished within the near term of the planned development in order to be valid, and since the public agency could not adequately justify the planned development at this time, the FAA has concluded that an environmental assessment would not meet one or more of the objectives in § 158.15(a) and, thus, disapproved the project.

Decision Date: April 29, 1999.

FOR FURTHER INFORMATION CONTACT: Richard Owen, Orlando Airports District Office, (407) 812–6331.

Public Agency: Missoula County Airport Authority, Missoula, Montana.

Application Number: 99–02–C–00–MSO.

Application Type: Impose and use a PFC.

PFC Level: $3.00.

Total PFC Revenue Approved in This Decision: $2,067,747.

Earliest Charge Effective Date: July 1, 1999.

Estimated Charge Expiration Date: October 1, 2003.

Classes of Air Carriers Not Required to Collect PFC's: (1) Air taxi's; (2) charter carriers which provide on-demand and unscheduled service.

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

Brief Description of Projects Approved for Collection and Use:

Terminal enhancements
Security access system
Air carrier apron rehabilitation

Brief Description of Project Approved in Part for Collection and Use: Terminal access road.

Determination: Partially approved. The terminal passenger parking lot improvements are not PFC eligible and are being disapproved. The remainder of the project is eligible.

Brief Description of Project Disapproved: Land.

Determination: Disapproved. The FAA has determined that this project was included in PFC application 92–01–C–00–MSO, approved June 8, 1992, and was subsequently removed by amendment 92–01–C–02–MSO, approved December 12, 1995. As stated in the FAA's December 12, 1995, letter, this project may not be re-submitted in a subsequent PFC application until it

has been implemented. The public agency did not submit any information showing the project has been implemented.

Decision Date: April 30, 1999.

FOR FURTHER INFORMATION CONTACT: David P. Gabbert, Helena Airports District Office, (406) 449–5271.

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

Application Number: 99–12–C–00–CHO.

Application Type: Impose and use a PFC.

PFC Level: $3.00.

Total PFC Revenue Approved ion This Decision: $160,000.

Earliest Charge Effective Date: December 1, 2004.

Estimated Charge Expiration Date: April 1, 2005.

Class of Air Carriers Not Required To Collect PFC's: 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 proposed class accounts for less than 1 percent of the total annual enplanements at Charlottesville-Albemarle Airport.

Brief Description of Project Approved for Collection and Use: Terminal building rehabilitation

Decision Date: April 30, 1999.

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

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
96–01–C–02–MDT, Middletown, PA	03/26/99	$4,700,000	$4,765,166	06/01/99	07/01/99
95–01–C–01–SHR, Sheridan, WY	04/05/99	211,299	218,988	09/01/01	12/01/01
93–01–C–02–YUM, Yuma, AZ	04/07/99	4,397,107	11,285,444	06/01/03	12/01/27
92–01–C–02–UNV, University Park, PA	04/12/99	1,657,146	1,724,197	06/01/99	09/01/99
92–01–C–04–PLN, Pellston, MI	04/14/99	133,574	124,127	09/01/02	09/01/02
94–02–U–02–PLN, Pellston, MI	04/14/99	65,350	56,752	09/01/02	09/01/02
96–03–U–01–PLN, Pellston, MI	04/14/99	28,157	28,953	09/01/02	09/01/02
94–02–C–01–OAK, Oakland, CA	04/15/99	8,999,000	10,348,850	07/01/99	10/01/99
94–03–C–01–OAK, Oakland, CA	04/15/99	15,827,091	17,127,741	07/01/99	10/01/99
95–04–U–01–OAK, Oakland, CA	04/15/99	8,671,000	9,971,650	07/01/99	10/01/99
96–06–C–01–OAK, Oakland, CA	04/15/99	4,063,541	4,673,072	07/01/99	10/01/99

Issued in Washington, DC on May 18, 1999.

Eric Gabler,

Manager, Passenger Facility Charge Branch.

[FR Doc. 99–13436 Filed 5–26–99; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Houghton County Memorial Airport, Hancock, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Houghton County Memorial Airport 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 June 28, 1999.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road Belleville, MI 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Ms. Sandra D. LaMothe, Airport Manager of the Houghton County Airport Committee at the following address: Route 1, Box 94, Calumet, MI 49913.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Houghton County Airport Committee under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jon Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (734–487–7281). The application may be reviewed in person at this same 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 Houghton County Memorial Airport 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).

On May 4, 1999, the FAA determined that the application to impose and use the revenue from a PFC submitted by Houghton County Airport Committee 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 August 10, 1999.

The following is a brief overview of the application.

PFC Application No.: 99–07–C–00–CMX.

Level of the proposed PFC: $3.00.

Proposed charge effective date: July 1, 1999.

Proposed charge expiration date; May 1, 2001.

Total estimated PFC revenue: $113,389.00.

Brief description of proposed projects: PFC audit reimbursement; PFC preparation reimbursement; sanitary sewer upgrade gravity sewer, Phase II; sanitary sewer upgrade forcemain, Phase III; mobile manual wheelchair lift; Cost Benefit Analysis Runway 13/31; construct and light Taxiway ''C'' to Runway ''13''. Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office