

August 19, 2015, a delinquency letter was sent by the Division of Corporation Finance to Medical Makeover Corp. of America requesting compliance with its periodic filing obligations, and Medical Makeover Corp. of America received the delinquency letter on August 24, 2015, but failed to cure its delinquencies.

It appears to the Securities and Exchange Commission that there is a lack of current and accurate information concerning the securities of Shades Holdings, Inc. (CIK No. 1488366), a Florida corporation with its principal place of business listed as Aventura, Florida with stock quoted on OTC Link under the ticker symbol SHDH, because it has not filed any periodic reports since the period ended June 30, 2013. On August 19, 2015, a delinquency letter was sent by the Division of Corporation Finance to Shades Holdings, Inc. requesting compliance with its periodic filing obligations, but it did not receive the delinquency letter due to its failure to maintain a valid address on file with the Commission as required by Commission rules (Rule 301 of Regulation S-T, 17 CFR 232.301 and Section 5.4 of EDGAR Filer Manual).

The Commission is of the opinion that the public interest and the protection of investors require a suspension of trading in the securities of the above-listed companies.

Therefore, it is ordered, pursuant to Section 12(k) of the Securities Exchange Act of 1934, that trading in the securities of the above-listed companies is suspended for the period from 9:30 a.m. EDT on April 29, 2016, through 11:59 p.m. EDT on May 12, 2016.

By the Commission.

Brent J. Fields,
Secretary.

[FR Doc. 2016-10410 Filed 4-29-16; 11:15 am]

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TENNESSEE VALLEY AUTHORITY

[Meeting No. 16-02]

Sunshine Act Meeting Notice

The TVA Board of Directors will hold a public meeting on May 5, 2016, at Paris Landing State Park Conference Center, Room C, 400 Lodge Road, Buchanan, Tennessee. The public may comment on any agenda item or subject at a *public listening session* which begins at 9 a.m. (CT). Following the end of the public listening session, the meeting will be called to order to consider the agenda items listed below. On-site registration will be available until 15 minutes before the public listening session begins at 9 a.m. (CT).

Preregistered speakers will address the Board first. TVA management will answer questions from the news media following the Board meeting.

Status: Open.

Agenda

Chair's Welcome.

Old Business

Approval of minutes of the February 11, 2016, Board Meeting.

New Business

1. Report from President and CEO
2. Committee Rosters
3. Report of the Nuclear Oversight Committee
4. Report of the External Relations Committee
 - A. Bellefonte Nuclear Plant Site
 - B. Floating House Policy
5. Report of the Finance, Rates, and Portfolio Committee
 - A. Fleet-Wide Non-Nuclear Maintenance and Modifications Contract
 - B. Delegated Authority to Execute Large Generator Interconnection Agreements
6. Report of the People and Performance Committee
 - A. Long-Term Service Agreement with General Electric International
7. Report of the Audit, Risk, and Regulation Committee

For more information: Please call TVA Media Relations at (865) 632-6000, Knoxville, Tennessee. People who plan to attend the meeting and have special needs should call (865) 632-6000.

Anyone who wishes to comment on any of the agenda in writing may send their comments to: TVA Board of Directors, Board Agenda Comments, 400 West Summit Hill Drive, Knoxville, Tennessee 37902.

Dated: April 28, 2016.

Sherry A. Quirk,
General Counsel.

[FR Doc. 2016-10405 Filed 4-29-16; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Operations Specifications, Part 129 Application

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew a previously approved information collection. The FAA assesses the information collected and issues operations specifications to foreign air carriers. These operations specifications assure the foreign air carrier's ability to navigate and communicate safely within the U.S. National Airspace System.

DATES: Written comments should be submitted by July 5, 2016.

ADDRESSES: Send comments to the FAA at the following address: Ronda Thompson, Room 441, Federal Aviation Administration, ASP-110, 950 L'Enfant Plaza SW., Washington, DC 20024.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

FOR FURTHER INFORMATION CONTACT:

Ronda Thompson by email at: Ronda.Thompson@faa.gov.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2120-0749.

Title: Operations Specifications, Part 129 Application.

Form Numbers: There are no FAA forms associated with this collection.

Type of Review: Renewal of an information collection.

Background: The final rule published in 2013, clarified and standardized the rules for applications by foreign air carriers and foreign persons for operations specifications issued under 14 CFR part 129 and established standards for amendment, suspension and termination of those operations specifications. The final rule also applied to foreign air carriers and foreign persons operating U.S.-registered aircraft in common carriage solely outside the United States. This action was necessary to update the process for issuing operations specifications, and it established a regulatory basis for current practices, such as amending, terminating, and suspending operations specifications.

Respondents: Approximately 25 new applicants annually.

Frequency: Information is collected on occasion.

Estimated Average Burden per Response: 3 hours.

Estimated Total Annual Burden: 75 hours.

Issued in Washington, DC, on April 27, 2016.

Ronda Thompson,

FAA Information Collection Clearance Officer, Performance, Policy, and Records Management Branch, ASP-110.

[FR Doc. 2016-10346 Filed 5-2-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Passenger Facility Charge (PFC) Program: Eligibility of Ground Access Projects Meeting Certain Criteria

AGENCY: Federal Aviation Administration (FAA); DOT.

ACTION: Notice of Proposed Policy Amendment and Request for Comments

SUMMARY: The FAA proposes to amend its “Notice of Policy Regarding the Eligibility of Airport Ground Access Transportation Projects for Funding Under the Passenger Facility Charge (PFC) Program,”¹ regarding the requirements for PFC funding of on-airport, rail access projects.

DATES: Comments must be received on or before June 2, 2016. Comments that are received after that date will be considered only to the extent practical.

ADDRESSES: You may send written comments by any of the following methods. Identify all transmissions with “Docket Number FAA 2016-XXXX” at the beginning of the document.

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.

- *Hand Delivery:* Deliver comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* (202) 493-2251.

To read background documents or comments received, go to <http://www.regulations.gov> at any time or to Room W12-140 on the ground floor of the DOT West Building, 1200 New

Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3831; facsimile (202) 267-5302.

SUPPLEMENTARY INFORMATION: Section 123(e) of Public Law 108-176, Vision 100-Century of Aviation Reauthorization Act (December 12, 2003) directed the FAA to publish a policy on the eligibility of ground access projects for PFC funding. The FAA’s Notice of Policy Regarding Eligibility of Ground Access Transportation Projects for Funding Under the Passenger Facility Charge Program (2004 Notice), 69 FR 6366, was published on February 10, 2004. The 2004 Notice presented the relevant statutory requirements as well as FAA’s regulations and guidance on PFC-funded ground access transportation projects in a consolidated form.² As stated in the 2004 Notice, the statutory requirements include the significant contribution test for PFC contributions higher than \$3 per passenger (49 U.S.C. 40117(d)(3)); the Airport Improvement Program (AIP) funding test (49 U.S.C. 40117(b)(4)(B); 14 CFR 158.17(a)(2)) and the airside needs test (49 U.S.C. 40117(d)(4); 14 CFR 158.17(a)(3)).³ Other requirements can be found in 14 CFR part 158; FAA Order 5500.1, “Passenger Facility Charge” (August 9, 2001); “The AIP Handbook,” FAA Order 5100.38D (September 30, 2014); and FAA PFC records of decision and final agency decisions on about the use of PFC revenue to finance airport ground access transportation projects.⁴

For purposes of the policy, airport ground access includes all potential surface transportation modes (*i.e.*, road, light and heavy rail, and water).

The 2004 Notice restated the agency’s longstanding policy requirement from the AIP Handbook, FAA Order 5100.38, that to be AIP and/or PFC eligible, an airport ground access transportation project must meet the following conditions:

(1) The road or facility may only extend to the nearest public highway or facility of sufficient capacity to accommodate airport traffic;

(2) The access road or facility must be located on the airport or within a right-of-way acquired by the public agency; and

(3) the access road or facility must exclusively serve airport traffic.⁵

The first and second of these requirements are relatively straightforward to apply and evaluate. The third requirement (exclusive use) requires more explanation. The 2004 Notice stated that “exclusive use of airport patrons and employees means that the facility can experience no more than incidental use by non-airport users.”⁶ By incidental use, the 2004 Notice explains, routine use of the rail ground access transportation facility by non-airport users must “be unattractive and non-airport users in fact constitute only a minor percentage of total system ridership.” However, the 2004 Notice also stated that “Exclusive airport use does not mean that any non-airport use must be prevented at all costs.”⁷

The 2004 Notice also stated that related facilities, such as acceleration and deceleration lanes, exit and entrance ramps, lighting, equipment to provide operational control of a rail system or people mover, and rail system or people mover stops at intermediate points on the airport are eligible when they are a necessary part of an eligible access road or facility. In addition, the public agency must retain ownership of the completed ground access transportation project. The public agency may choose to operate the facility on its own or may choose to lease the facility to a local or regional transit agency for operation within a larger local or regional transit system.

During the 12 years that have ensued since publication of the 2004 Notice, the FAA has consistently applied these criteria. However, as FAA’s experience in administering the program has developed, it has become clear that strictly applying criteria originally designed to judge eligibility for on-airport road access projects, to on-airport rail projects, can produce financially and practically inefficient outcomes. The concept of “exclusive use” has been the subject of particular interest because of the underlying principle that the stakeholders who pay excise taxes on airline passenger tickets or passenger facility charges should not have to pay the costs of facilities, except to the extent necessary to meet the needs of airport patrons and employees. Over the years, the FAA has had to decide whether all or portions of proposed on-airport ground access projects utilizing rail, or portions thereof, met the policy requirement that

² 69 FR 6367.

³ *Id.*

⁴ *Id.*

⁵ *Id.* at 6367.

⁶ *Id.* at 6368.

⁷ *Id.*

¹ 69 FR 6366 (Feb. 10, 2004).