

**OFFICE OF THE UNITED STATES
TRADE REPRESENTATIVE**

**Identifications of Countries Under
Section 182 of the Trade Act of 1974:
Request for Public Comment**

AGENCY: Office of the United States Trade Representative.

ACTION: Request for written submissions from the public concerning acts, policies, and practices to be considered with respect to identification of countries under section 182 of the Trade Act of 1974, as amended.

SUMMARY: Section 182 of the Trade Act of 1974, as amended (Trade Act), requires the United States Trade Representative (USTR) to identify countries that deny adequate and effective protection of intellectual property rights or deny fair and equitable market access to U.S. persons who rely on intellectual property protection. 19 U.S.C. 2242. In addition, the USTR is required to determine which of the countries identified should be designated as priority foreign countries. Priority foreign countries typically are subject to a "special" 301 investigation of the acts, policies or practices which led to their designation. Section 182 of the Trade Act contains a special rule for the identification of actions by Canada affecting United States cultural industries.

USTR requests written submissions from the public concerning foreign countries' acts, policies, and practices that are relevant to the decision whether particular trading partners should be identified under section 182 of the Trade Act.

DATES: Submissions must be received on or before 12:00 noon on Tuesday, February 18, 1997.

FOR FURTHER INFORMATION CONTACT: Joseph Papovich, Deputy Assistant USTR for Intellectual Property (202) 395-6864; Claude Burcky, Director for Intellectual Property (202) 395-6864; or Thomas Robertson, Associate General Counsel (202) 395-6800, Office of the United States Trade Representative.

SUPPLEMENTARY INFORMATION: Pursuant to section 182 of the Trade Act, the USTR must identify those countries that deny adequate and effective protection for intellectual property rights or deny fair and equitable market access to U.S. persons who rely on intellectual property protection. Those countries that have the most onerous or egregious acts, policies, or practices and whose acts, policies or practices have the greatest adverse impact (actual or potential) on relevant U.S. products are

to be identified as priority foreign countries.

USTR may not identify a country as a priority foreign country if it is entering into good faith negotiations, or making significant progress in bilateral or multilateral negotiations, to provide adequate and effective protection of intellectual property rights.

Section 182 contains a special rule regarding actions of Canada affecting United States cultural industries. The USTR is obligated to identify any act, policy or practice of Canada which affects cultural industries, is adopted or expanded after December 17, 1992, and is actionable under article 2106 of the North American Free Trade Agreement (NAFTA). The identification of any such act, policy or practice shall have the same status as a priority foreign country designation under section 182(a)(2) of the Trade Act (i.e., the rules regarding initiation of a "special" 301 investigation will apply), unless the United States has already taken action pursuant to section 2106 of the NAFTA.

USTR must make the above-referenced identifications and designations within 30 days after publication of the National Trade Estimate (NTE) report, i.e., no later than April 30, 1997. Priority foreign countries typically are subject to a "special" 301 investigation of the acts, policies or practices which led to their designation.

Requirements for Submissions: Submissions should include a description of the problems experienced and the effect of the acts, policies, and practices on U.S. industry. Submissions should be as detailed as possible and should provide all necessary information for assessing the effect of the acts, policies and practices. Any submissions that include quantitative loss claims should be accompanied by the methodology used in calculating such estimated losses. Comments must be filed in accordance with the requirements set forth in 15 CFR 2006.8(b)(55) FR 20593 and must be sent to Sybia Harrison, Special Assistant to the Section 301 Committee, Room 223, 600 17th Street, NW., Washington, D.C. 20508, no later than 12:00 noon on Tuesday, February 18, 1997. Because submissions will be placed in a file open to public inspection at USTR, business-confidential information should not be submitted.

Public Inspection of Submissions: Within one business day of receipt, submissions will be placed in a public file, open for inspection at the USTR Reading Room, in Room 101, Office of the United States Trade Representative, 600 17th Street, NW., Washington, D.C.

An appointment to review the file may be made by calling Brenda Webb, (202) 395-6186. The USTR Reading Room is open to the public from 12:00 noon and from 1:00 p.m. to 4:00 p.m. Monday through Friday.

Joseph Papovich,

Deputy Assistant USTR for Intellectual Property.

[FR Doc. 97-416 Filed 1-7-97; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

**Reports, Forms and Recordkeeping
Requirements; Agency Information
Collection Activity Under OMB Review**

AGENCY: Department of Transportation (DOT).

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Requests (ICR) abstracted below have been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICRs describe the nature of the information collection and their expected burden. The Federal Register Notice with a 60-day comment period soliciting comments on the following collections of information was published on October 22, 1996 [FR 61, page 54833].

DATES: Comments must be submitted on or before February 7, 1997.

FOR FURTHER INFORMATION CONTACT: Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., (202) 267-9895, Washington, DC 20591.

SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

1. *Title:* Transition to an all Stage 3 Fleet operating in the 48 contiguous United States and the District of Columbia.

OMB No. 2120-0553.

Type of Request: Extension of A Currently Approved Collection.

Affected Public: U.S. and foreign air carriers.

Abstract: 14 CFR Part 91 implements Sections 9308 and 9309 of the Airport Noise and Capacity Act of 1990, by establishing a schedule of reductions of Stage 2 airplanes and prohibiting their use in the contiguous U.S. after 12/31/99. Also, it precludes the operation of airplanes in the contiguous U.S. that

were imported pursuant to contracts executed after 11/5/90.

Burden Estimate: The estimated burden is 280 hours annually.

2. *Title:* Alcohol Misuse Prevention Program for Personnel Engaged in Specified Aviation Activities.

OMB No. 2120-0571.

Type of Request: Extension of A Currently Approved Collection.

Affected Public: The respondents are an estimated 5,300 specified aviation employers.

Abstract: This regulation requires specified aviation employers to implement an FAA-approved alcohol misuse prevention program, (AMPP), to provide the FAA with an AMPP certification statement, and to report annually on alcohol testing results.

Burden Estimate: The estimated burden is 14,000 hours annually.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW, Washington, DC 20503, Attention DOT Desk Officer.

Comments are Invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on December 23, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-383 Filed 1-7-97; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 96-070]

National Baseline Requirements Group Meeting

AGENCY: Coast Guard, DOT.

ACTION: Notice of meeting.

SUMMARY: The Coast Guard is undertaking an effort to identify the minimum capabilities a Vessel Traffic Service (VTS) must have to serve its wide range of users. The Coast Guard needs to establish national baseline operating requirements that will permit

it to take advantage of available, off-the-shelf systems that will be less expensive to build and operate. In order to have a comprehensive representation of all waterway users, the Coast Guard has invited national representatives of several maritime organizations to provide input to assist in the development of these requirements. This is the first meeting of the National Baseline Requirements Group. There will be a series of 4-6 meetings which will continue through early 1997.

DATES: The meeting will be held January 15, 1997, from 9 a.m. to approximately 5 p.m.

ADDRESSES: The meeting will be held in the Marine Board Offices, National Academy of Science, 2001 Wisconsin Avenue, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Peter Johnson, Marine Board, National Academy of Science, 2001 Wisconsin Avenue, Washington, DC, telephone (202) 334-3157, fax (202) 334-3789.

SUPPLEMENTARY INFORMATION: Attendance is open to the public. With advance notice, and as time permits, members of the public may make oral presentations during the meeting. Persons wishing to make oral presentations should notify the person listed above under the **FOR FURTHER INFORMATION CONTACT** no later than the day before the meeting. Written material may be submitted prior to, during, or after the meeting.

The agenda for the meeting consists of the following items:

- (1) VTS Program Update and VTS Authority.
- (2) Overview of Coast Guard Mission Needs.
- (3) Scope—Critical Areas for VTS.
- (4) Coast Guard Strawman Operational Requirements Menu and Coast Guard Expectations and Needs.
- (5) Development of Minimum Safety Baseline VTS.
- (6) Plans for Next Meeting.
- (7) Adjournment.

Dated: December 31, 1996.

J.C. Card,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97-421 Filed 1-7-97; 8:45 am]

BILLING CODE 4910-14-M

National Highway Traffic Safety Administration

[Docket No. 96-126; Notice 1]

Notice of Receipt of Petition for Decision That Nonconforming 1986 Mazda RX-7 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1986 Mazda RX-7 passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that a 1986 Mazda RX-7 that was not originally manufactured to comply with all applicable Federal motor vehicle safety standards is eligible for importation into the United States because (1) it is substantially similar to a vehicle that was originally manufactured for importation into and sale in the United States and that was certified by its manufacturer as complying with the safety standards, and (2) it is capable of being readily altered to conform to the standards.

DATES: The closing date for comments on the petition is February 7, 1997.

ADDRESSES: Comments should refer to the docket number and notice number, and be submitted to: Docket Section, Room 5109, National Highway Traffic Safety Administration, 400 Seventh St., SW., Washington, DC 20590. [Docket hours are from 9:30 am to 4 pm]

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A) (formerly section 108(c)(3)(A)(i)(I) of the National Traffic and Motor Vehicle Safety Act (the Act)), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States, certified under 49 U.S.C. 30115 (formerly section 114 of the Act), and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable Federal motor vehicle safety standards.