

provided in fifteen copies. A person requesting that information contained in a comment submitted by that person be treated as confidential business information must certify that such information is business confidential and would not customarily be released to the public by the commenter.

Confidential business information must be clearly marked "BUSINESS CONFIDENTIAL" in a contrasting color ink at the top of each page of each copy.

Information or advice contained in a comment submitted, other than business confidential information, may be determined by USTR to be confidential in accordance with section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitter believes that information or advice may qualify as such, the submitter—

(1) Must so designate the information or advice;

(2) Must clearly mark the material as "SUBMITTED IN CONFIDENCE" in a contrasting color ink at the top of each page of each copy; and

(3) Is encouraged to provide a non-confidential summary of the information or advice.

Pursuant to section 127(e) of the URAA (19 U.S.C. 3537(e)), USTR will maintain a file on this dispute settlement proceeding, accessible to the public, in the USTR Reading Room: Room 101, Office of the United States Trade Representative, 600 17th Street, N.W., Washington, D.C. 20508. The public file will include a listing of any comments received by USTR from the public with respect to the proceeding; the U.S. submissions to the panel in the proceeding, the submissions, or non-confidential summaries of submissions, to the panel received from other participants in the dispute, as well as the report of the dispute settlement panel, and, if applicable, the report of the Appellate Body. An appointment to review the public file (Docket WTO/D-217, Byrd Amendment Dispute) may be made by calling Brenda Webb, (202) 395-6186. The USTR Reading Room is open to the public from 9:30 a.m. to 12 noon and 1 p.m. to 4 p.m., Monday through Friday.

A. Jane Bradley,

Assistant United States Trade Representative for Monitoring and Enforcement.

[FR Doc. 01-1159 Filed 1-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; Willoughby Lost Nation Municipal Airport, Willoughby, OH

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent of waiver with respect to land.

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the lease of the airport property. The proposal consists of one parcel of land totaling approximately 12.903 acres for an outdoor soccer facility. Current use and present condition is vacant grassland. There are no impacts to the airport by allowing the airport to dispose of the property. The land was acquired under FAA Project Nos.: AIP-3-39-0090-0185 and AIP-3-39-0090-0589. Approval does not constitute a commitment by the FAA to financially assist in the lease of the subject airport property nor a determination that all measures covered by the program are eligible for Airport Improvement Program funding from the FAA. The disposition of proceeds from the lease of the airport property will be in accordance with the FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999. Together this proposal is for approximately 12.903 acres in total.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose. The proposed land will be used for the development of soccer-specific facilities, which have proven to enhance the economy for many Ohio communities in recent years. With over 55,000 registered players in Ohio-North alone, the opportunity to bring major and minor events into the Willoughby area would be significant. This development will also aide in increasing the positive tax revenue stream to the City, and add to the vitality of the existing sports complex during the spring, summer & fall months.

The proceeds from the lease of the land will be used for airport improvements and operation expenses at Willoughby Lost Nation Municipal Airport.

DATES: Comments must be received on or before February 15, 2001.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie R. Swann, Federal Aviation Administration, Great Lakes Region, Detroit Airports District Office, DET ADO-670.5, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, (734) 487-7277. Documents reflecting this FAA action may be reviewed at this same location or at Willoughby Lost Nation Municipal Airport, Willoughby, Ohio.

SUPPLEMENTARY INFORMATION: Following are legal descriptions of the property:

Legal Description of a 12.903 Acre Parcel Being Part of Land of the City of Willoughby Who Claims Title Through Instrument Recorded in Volume 212, Page 908 of the Lake County Records

Situated in the City of Willoughby, County of Lake and State of Ohio and known as being part of Original Lot No. 6, Douglas Tract as is further bounded and described as follows:

Beginning at a monument in the center of the cul-de-sac of Jet Center Place, as recorded in Volume 16, Page 34 of the Lake County Map Records.

Thence North 14°02'00" East 68.50 feet to an iron pin found in the westerly line of a 6.8187 acre parcel of land of the City of Willoughby recorded in Vol. 680, Page 252 of Lake County Official Records;

Thence North 1°14'52" East, along said line, 82.96 feet to an iron pin found at the northwesterly corner of said land and being the principal place of beginning;

Course I: Thence North 1°44'30" East, along a line, 903.33 feet to an iron pin found at the southerly line of land conveyed to Lost Nation Parkway Ltd. by Document No. 980042081 of the Lake County Records;

Course II: Thence South 88°15'30" East, along said southerly line and its prolongation easterly, 623.50 feet to an iron pin set;

Course III: Thence South 1°44'30" West 899.57 feet to an iron pin found at the northeasterly corner of said land of the City of Willoughby;

Course IV: Thence North 88°36'14" West, along said land, 623.51 feet to the principal place of beginning and containing 12.903 acres of land according to a survey made in May, 2000 by Richard J. Bilski, Ohio Professional Surveyor No. 5244 of CT Consultants, Inc., 35000 Kaiser Court, Willoughby, Ohio 44094;

The bearing stated herein are based upon the recorded centerline of Jet Center Place. All the iron pins, either set or found are 5/8 iron rebar with yellow caps marked "CT Consultants, Inc."

Issued in Belleville, Michigan, December 8, 2000.

Irene Porter,

Manager, Detroit Airports District Office,
Great Lakes Region

[FR Doc. 01-712 Filed 1-12-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-2001-8620]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes one collection of information for which NHTSA intends to seek OMB approval.

DATES: Comments must be received on or before March 19, 2001.

ADDRESSES: Comments must refer to the docket notice numbers cited at the beginning of this notice and be submitted to Docket Management, Room PL-401, 400 Seventh Street, S.W., Washington, DC 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB clearance Number. It is requested, but not required, that 2 copies of the comment be provided. The Docket Section is open on weekdays from 10 a.m. to 5 p.m.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Mr. Ed Kosek, NHTSA 400 Seventh Street, SW, Room 6123, Washington, DC 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION: Under the Paperwork Reduction Act of 1995, before an agency submits a proposed

collection of information to OMB for approval, it must first publish a document in the **Federal Register** providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation (at 5 CFR 1320.8(d), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected;

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g. permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks for public comments on the following proposed collections of information:

Compliance Labeling of Warning Devices in 49 CFR Section 571.125

Type of Request: Reinstatement of Clearance.

OMB Clearance Number: 2127-0506.

Form Number: This collection of information uses no standard forms.

Requested Expiration Date of Approval: Three years from date of approval.

Summary of the Collection of Information: 49 U.S.C. 30111, 30112 and 30117 (Appendix 1) of the National Traffic and Motor Vehicle Safety Act of 1966, authorizes the issuance of Federal Motor Vehicle Safety Standards (FMVSS). The Secretary is authorized to issue, amend, and revoke such rules and regulations as she/he deems necessary.

Using this authority, the agency issued FMVSS No. 125, "Warning Devices" (Appendix 2), which applies to devices, without self contained energy sources, that are designed to be carried mandatorily in buses and trucks that have a gross vehicle weight rating (GVWR) greater than 10,000 pounds and voluntarily in other vehicles. These devices are used to warn approaching traffic of the presence of a stopped

vehicle, except for devices designed to be permanently affixed to the vehicle.

Description of the need for the information and proposed use of the information: Each manufacturer of warning triangles must label each device to comply with Standard No. 125. This standard establishes requirements for devices, without self-contained energy sources. Without proper deployment and use, the effectiveness of the devices may be greatly diminished, and may lead to serious injuries due to rear end collisions between moving traffic and disabled vehicles.

The warning device shall be permanently and legibly marked and also provide instructions for its erection and display. Each device shall be labeled with; (a) the name of the manufacturer, (b) the month and year of manufacture, (c) the DOT symbol, or the statement that the warning device complies with all applicable FMVSS. The instructions for each device shall include a recommendation that the driver activate the vehicular hazard warning signal lamps before leaving the vehicle to erect the warning device. Also, the instructions shall include an illustration indicating recommended positioning.

Without these devices and instructions there could be more deaths and injuries caused by stopped or disabled motor vehicles.

Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information): There are three manufacturers labeling approximately 2.85 million warning devices (triangles) per year for the last few years. Based on the estimated number of warning triangles produced per year, the frequency of response is estimated to be 2.85 million.

Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information: For the 2.85 million warning triangles produced per year, the tooling to label them would be replaced after about 20 years of service being used to make about 200K devices per year. The machining each mold that would be replaced is about 8 hours at a cost of \$37.50 per hour, or a cost of \$300. Assuming that this past years production level of 2.85 million devices were built each year for the last twenty years (an over-estimate that ignores the long steady growth of the market), the total number of devices manufactured would be 57 million. The tooling needs to be replaced every 4 million uses; the total number of tools used in the last 20 years is 14.25. The machining for the