

science, as they are in the United States. In addition to potentially affecting over \$100 million in U.S. beef exports annually, this ruling sets an important precedent that will act to protect other U.S. exporters from unscientific and unjustified trade barriers in the future.

- *India—patent law.* The United States recently obtained a panel ruling against India for failing to provide procedures for filing patent applications for pharmaceuticals and agricultural chemicals, as required by the WTO agreement on intellectual property protection. Besides serving notice that the United States expects all WTO members, including developing countries, to carry out their WTO obligations concerning intellectual property rights, this case also demonstrates that the WTO dispute settlement mechanism can play an important role in protecting American rights and interests in this field.

*Significant settlements.* The WTO agreements and the new dispute settlement rules are already paying dividends by helping us increase jobs and exports. The new dispute settlement rules often make it possible for us to enforce WTO agreements without ever having to reach a panel decision. The fact that the WTO can and will authorize us to retaliate pays off in earlier settlements opening markets for more of our exports. We have already used the WTO procedures to obtain favorable settlements in some important cases:

- *Korea—shelf-life requirements.* Consultations under WTO procedures resulted in a commitment by Korea to phase out its shelf-life restrictions on food products—which removed a major barrier to US exports of beef, pork, poultry and frozen products.

- *EU—grains imports.* By demonstrating our resolve to refer the matter to a panel, we succeeded in pushing the EU to implement a settlement agreement on grains that benefits U.S. exports of rice and malting barley.

- *Japan—sound recordings.* In only a matter of months after we held WTO consultations, the Government of Japan amended its law to provide U.S. sound recordings with retroactive protection, as required by the WTO agreement on intellectual property rights.

- *Portugal—patent law.* After the United States requested WTO consultations, Portugal agreed to revise its patent law to provide a 20-year term to old, as well as new, patents, as required by the WTO agreement on intellectual property rights.

- *Pakistan—patent law.* After the United States requested the

establishment of a WTO panel to enforce the WTO intellectual property rights agreement, Pakistan implemented the requirements of that agreement to provide procedures for filing patent applications and preserving exclusive marketing rights to protect pharmaceuticals and agricultural chemicals.

- *Turkey—film tax.* The United States has used the WTO dispute settlement process to convince the Government of Turkey to eliminate discriminatory tax treatment currently given to box office receipts from exhibition of foreign films. Turkey has agreed to change its practice.

- *Hungary—agricultural export subsidies.* The United States, joined by Argentina, Australia, Canada, New Zealand, Thailand, and Japan, used the WTO dispute settlement procedures to address Hungary's lack of compliance with its commitments on agricultural export subsidies. The result was a settlement agreement in which Hungary will have to cut its current export subsidy levels by more than 65%.

**Irving A. Williamson,**  
*Chairman, Section 301 Committee.*

[FR Doc. 97-26565 Filed 10-7-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### **Aircraft Accident Liability Insurance; Notice of Request for Extension of a Previously Approved Collection**

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended), this notice announces the Department of Transportation's (DOT) intention to request the extension of a previously approved collection.

**DATES:** Comments on this notice must be received by December 8, 1997.

**ADDRESSES:** Comments should be directed to the Air Carrier Fitness Division (X-56), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Carol A. Woods, Air Carrier Fitness Division (X-56), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

### SUPPLEMENTARY INFORMATION:

*Title:* Aircraft Accident Liability Insurance.

*OMB Control Number:* 2106-0030.

*Expiration Date:* February 28, 1998.

*Type of Request:* Extension of a previously approved collection.

*Abstract:* 14 CFR Part 205 contains the minimum requirements for air carrier accident liability insurance to protect the public from losses, and directs that certificates evidencing appropriate coverage must be filed with the Department.

*Respondents:* U.S. and foreign air carriers.

*Estimated Number of Respondents:* 4,250 (avg. 1.3 responses per respondent per year).

*Average Annual Burden per Respondent:* .67 hour (.5 hours per response).

*Estimated Total Burden on Respondents:* 2,762.5 hours.

This information collection is available for inspection at the Air Carrier Fitness Division (X-56), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR Part 205 can be obtained from Ms. Carol Woods at the address and telephone number shown above.

Comments are invited on: (a) 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; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) 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.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on October 1, 1997.

**John V. Coleman,**

*Director, Office of Aviation Analysis.*

[FR Doc. 97-26617 Filed 10-7-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of The Secretary

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

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35), this notice announces that the Information Collection Requests (ICRs) 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 its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on this collection was published on February 19, 1997 [62 FR 7638-7648].

**DATES:** Comments on this notice must be received on or before November 7, 1997.

**FOR FURTHER INFORMATION CONTACT:** Mr. Delmer Billings, Information Collection Clearance Officer, Office of Hazardous Materials Standards (DHM-10), Research and Special Programs Administration, Room 8102, 400 Seventh Street, SW., Washington, DC 20590, Telephone: (202) 366-4482.

#### SUPPLEMENTARY INFORMATION:

##### Research and Special Programs Administration (RSPA)

*Title:* Cargo Tank Motor Vehicles in Liquefied Compressed Gas Service.

*OMB Control Number:* 2137-0595.

*Affected Public:* Each motor carrier using a cargo tank motor vehicle which does not conform to 49 CFR 178.337-11(a)(1)(I) to carry liquefied compressed gas products.

*Abstract:* The reason for this information collection activity and burden is to ensure the safe operation of certain cargo tank motor vehicles used in the transportation of liquefied compressed gases. Based on information that emergency discharge shut-off features on these types of cargo tanks do not operate properly in emergency situations, RSPA requires that motor carrier and cargo tank operators develop emergency operating procedures for manually shutting off the flow of product in the event of an emergency and that a copy of the procedure be displayed in or on each cargo tank motor vehicle. The information collection and recordkeeping burdens are imposed on motor carriers and operators of these cargo tank motor vehicles.

*Estimated Annual Burden Hours:* 18,573.

*Number of Respondents:* 6,800.

*Total Annual Responses:* 25,000.

*Frequency of Collection:* Procedures are developed on a one-time basis and are maintained on a vehicle on a continuing basis while the vehicle is in use.

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 October 1, 1997.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

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#### DEPARTMENT OF TRANSPORTATION

##### Office of the Secretary

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

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on May 29, 1997, [62 FR 29181].

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

#### FOR FURTHER INFORMATION CONTACT:

Judith Street, ABC-100; Federal Aviation Administration; 800 Independence Avenue, SW.; Washington, DC 20591; Telephone number (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

*Title:* Office of the Associate Administrator for Commercial Space Transportation: Request for Evaluation of Customer Service Standards (Survey).

*OMB Control Number:* 2120-0611.

*Type Of Request:* Extension of currently approved collection.

*Affected Public:* Approximately 50 representatives of the U.S. commercial launch industry and other industry representatives from related industries such as U.S. satellite manufacturers and users, as well as representatives from businesses and associations which have an interest in our business-related concerns with the U.S. commercial launch industry.

*Abstract:* In accordance with the Government Performance and Results Act of 1993 (GPRA) and Executive Order No. 12862, which mandate surveying customer satisfaction, the Associate Administrator for Commercial Space Transportation (AST) is proposing to disseminate the "AST Customer Service Survey" to obtain industry input on the Customer Service Standards published and disseminated by AST.

*Annual Estimated Burden Hours:* 25.

*Addressee:* 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 October 1, 1997.

**Vanester M. Williams,**

*Clearance Officer, United States Department of Transportation.*

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

[Summary Notice No. PE-97-49]

##### Petitions For Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

**AGENCY:** Federal Aviation Administration (FAA), DOT.