SUMMARY: This notice informs the public that in light of his determination that Argentina fails to provide adequate and effective means under its laws for foreign nationals to secure, to exercise, and to enforce exclusive rights in intellectual property, the President has indicated his intention to withdraw partially duty-free treatment accorded Argentina under the Generalized System of Preferences (GSP) program. Specifically, the President has indicated his intention to withdraw fifty percent of Argentina's benefits under the GSP program. This notice invites public comments on which products will be affected.

DATES: Comments are due by 5 p.m. on Wednesday, February 19, 1997.

FOR FURTHER INFORMATION CONTACT: GSP Subcommittee, Office of the United States Trade Representative (USTR), 600 17th Street, N.W., Room 518, Washington, D.C. 20508. The telephone number is (202) 395–6971.

SUPPLEMENTARY INFORMATION:

I. The GSP Program

The GSP program grants duty-free treatment to designated eligible articles that are imported from designated beneficiary developing countries. The program is authorized by Title V of the Trade Act of 1974, as amended (''Trade Act'') (19 U.S.C. 2461 *et seq.*). Once granted, GSP benefits may be withdrawn, suspended or limited by the President with respect to any article or with respect to any country. In making this determination, the President must consider several factors, one of which is the extent to which a beneficiary country is providing adequate and effective means under its laws for foreign nationals to secure, to exercise, and to enforce exclusive rights in intellectual property, including patents, trademarks and copyrights. 19 U.S.C. 2462(c)(5).

II. IPR Protection in Argentina

On April 30, 1996, the USTR announced that Argentina was being moved from the Watch List to the Priority Watch List under the ''Special 301'' provisions of the Trade Act, given that Argentina's newly enacted patent legislation and an implementing decree fell fall short of adequate and effective protection, and failed to achieve earlier Argentine assurances. The USTR also announced that she would continue to seek improvements, monitor the situation and review Argentina's status through an out-of-cycle review in December 1996.

Despite sustained efforts by the Menem Administration, there have been inadequate improvements in Argentina's patent regime since April 1996, and Argentina's recently enacted legislation on the protection of test data submitted for marketing approval of pharmaceutical products falls well short of international standards. As a result, the President has determined that Argentina fails to provide adequate and effective means under its laws for foreign nationals to secure, to exercise, and to enforce exclusive rights in intellectual property. He has therefore indicated his intention to withdraw benefits for fifty percent of Argentina's exports under the GSP program. The public is invited to comment on which of the products of Argentina currently enjoying GSP benefits should be subject to the withdrawal.

The Presidential Proclamation partially withdrawing GSP benefits will be issued and published in the Federal Register after all comments are received and reviewed. In order to give U.S. importers sufficient time to adjust, the partial withdrawal of GSP benefits for the products of Argentina will be effective 30 days after the publication of the Proclamation in the Federal Register.

III. Public Comment: Requirements for Submissions

Interestedd persons are invited to submit written comments concerning which products of Argentina should or should not be subject to the withdrawal of GSP benefits. Comments must be filed in accordance with the requirements set forth in 15 CFR 2007, including the information required by 15 CFR 2007.1, and must be filed on or before 5 p.m. on Wednesday, February 19, 1997. Comments must be in English and provided with the original plus fourteen copies to: GSP Subcommittee, Office of the U.S. Trade Representative, 600 17th Street, N.W., Room 518, Washington, D.C. 20508. Comments received after the deadline will not be accepted.

Pursuant to the requirements of 15 CFR 2007.7, information submitted in confidence will be exempt from public inspection if it is determined that the disclosure of such information is not required by law. A party requesting an exemption from public inspection for information submitted must clearly mark each page ''Submitted in Confidence'' at the top, and must submit the original plus fourteen copies of non-confidential version of the submission containing a non-confidential summary of the confidential information. That party must also provide a written explanation of why the material should be so protected. The version that does not contain confidential information. That party must also provide a written explanation of why the material should be so protected. The version that does not contain confidential information must be clearly marked with ''public version'' on the top of each page.

Written comments submitted in connection with these decisions, except for information granted ''business confidential'' status pursuant to 15 CFR 2007.7, will be available for public inspection shortly after the filing deadline by appointment only with the staff of the USTR Public Reading Room. An appointment to review the comments may be made by calling Brenda Webb (202) 395–6186. The USTR Reading Room is open to the public from 10:00 a.m. to 12 noon and 1:00 p.m. to 4:00 p.m., Monday through Friday, and is located in Room 101. Other requests and questions should be directed to the GSP Information Center at USTR by calling (202) 395–6971.

Federick L. Montgomery,

Chairman, Trade Policy Staff Committee.

[FR Doc. 97–1524 Filed 1–17–97; 8:45 am]

BILLING CODE 3190–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA Approval of Noise Compatibility Program and Determination on Revised Noise Exposure Maps James M. Cox-Dayton International Airport Dayton, Ohio

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by the city of Dayton, Ohio, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96–193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96–52 (1980). On June 6, 1994, the FAA determined that the noise exposure maps submitted by the city of Dayton, Ohio, under Part 150 were in compliance with applicable requirements. On October 30, 1996, the Associate Administrator for Airports approved the James M. Cox-Dayton International Airport noise compatibility program. All of the recommendations of the program were approved.

The city of Dayton, Ohio, has also requested under FAR Part 150, section 150.35(f), that FAA determine that the revised noise exposure map submitted with the noise compatibility program and showing noise contours as a result of the implementation of the noise compatibility program is in compliance with applicable requirements of FAR Part 150. The FAA announces its determination that the revised noise exposure map for James M. Cox-Dayton International Airport for the year 1998 submitted with the noise compatibility program, is in compliance with applicable requirements of FAR Part 150 effective December 16, 1996.

EFFECTIVE DATE: The effective date of the FAA's approval of the James M. Cox-Dayton International Airport noise compatibility program is October 30, 1996. The effective date of the FAA's determination on the revised noise exposure map is December 16, 1996.

FOR FURTHER INFORMATION CONTACT: Lawrence C. King, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111, 313–487–7293. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for James M. Cox-Dayton International Airport, effective October 30, 1996, and that revised noise exposure map for 1998 for this same airport is determined to be in compliance with applicable requirements of FAR Part 150.

A. Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as ''the Act''), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

1. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

2. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to the FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

The city of Dayton, Ohio, submitted to the FAA on January 28, 1993, noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 1991, through December 1992. The James M. Cox-Dayton International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on June 6, 1994. Notice of this determination was published in the Federal Register on June 30, 1994. The five year forecast map was subsequently revised and FAA's determination on this map follows in Paragraph B under the heading Supplemental Information.

The James M. Cox-Dayton International Airport study contains a proposed noise compatibility program comprised on actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2012. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on May 3, 1996, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program contained twenty four proposed actions for noise mitigation on and/or off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program therefore, was approved by the Associate Administrator for Airports effective October 30, 1996.

Outrights approval was granted for all of the specific program elements. These determinations are set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on October 30, 1996.

B. The FAA has also completed its review of the revised noise exposure map and related descriptions submitted by the city of Dayton, Ohio. The specific map under consideration is Exhibit D1—''1998 Noise Exposure Map,'' submitted as part of the NCP. The sponsor's September 19, 1996, letter formally requested FAA to make a determination on the revised map's acceptability. The FAA has determined that the map for James M. Cox-Dayton International Airport is in compliance with applicable requirements. This determination is effective on December 16, 1996. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information, or plans.

If questions arise concerning the precise relationship of specific

properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of FAA's evaluation of the maps, and copies of the record of approval and other evaluation materials and documents which comprised the submittal to the FAA are available for examination at the following locations:

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111

Mr. Roy Williams, Director of Aviation, James M. Cox-Dayton International Airport, Terminal Building, Vandalia, OH 45377.

Questions on either of these FAA determinations may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in Belleville, Michigan, December 16, 1996.

Robert H. Allen,

Assistant Manager, Detroit Airports District Office, Great Lakes Region.

[FR Doc. 97–1327 Filed 1–17–97; 8:45 am]

BILLING CODE 4910–13–M

[Summary Notice No. PE–97–3]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before February 20, 1997.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC–200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes (202) 267–3939 or Angela Anderson, (202) 267–9681 Office of Rulemaking (ARM–1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on January 15, 1997.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 137CE
Petitioner: Air Tractor, Inc.
Sections of the FAR Affected: 14 CFR 23.3
Description of Relief Sought: To permit the AT–10, a freight carrying aircraft, to exceed the 12,500 pound limitation for a normal category aircraft.

Docket No.: 28750
Petitioner: Continental Airlines, Inc.
Sections of the FAR Affected: 14 CFR 121.585(b)(1)
Description of Relief Sought: To permit Philip Cline to occupy an exit row seat without meeting the requirements specified.

[FR Doc. 97–1401 Filed 1–17–97; 8:45 am]

BILLING CODE 4910–13–M

[Summary Notice No. PE–97–4]

Petitions for Exemption; Summary of petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before February 20, 1997.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC–200), Petition Docket No. 28479, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC–200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3132.

FOR FURTHER INFORMATION CONTACT: Fred Haynes (202) 267–3939 or Angela Anderson (202) 267–9681 Office of Rulemaking (ARM–1), Federal Aviation