

301(a)(1)(B)(ii) of the Trade Act. Here, the petition fails to include sufficient information on burdens or restrictions on U.S. commerce arising from the alleged restrictions under German law on access to the German bar aptitude examination. The petition does not establish the volume of trade in legal services involved or how that volume is impacted by the restrictions in question. *See also* 15 CFR 2006.1(a)(7) (requiring that a petition contain information on the burden or restriction on U.S. commerce.)

Third, the initiation of a Section 301 investigation in response to the petition would not be an effective means to address the matters raised in the petition. *See* Section 302(c) of the Trade Act. According to the petition, Mr. Haver previously raised his claims under the FCN Treaty in German courts, and the German courts have rejected those claims. Mr. Haver claims that the German courts' interpretation of the FCN Treaty is erroneous.

The FCN Treaty does include a dispute settlement mechanism: disputes between the parties regarding the interpretation or application of the FCN Treaty may be submitted to the International Court of Justice (ICJ). An ICJ proceeding, however, would not be an effective tool for purposes of Section 301 of the Trade Act. In particular, under the statutory provisions applicable to the allegations in the petition, the Trade Representative would have to conclude the investigation, and decide what action to take under Section 301, within 12 months. *See* Section 304(a)(2)(B) of the Trade Act. An ICJ proceeding conducted pursuant to the FCN Treaty would typically take longer than 12 months. For this and other reasons, initiation of an investigation under Section 301 would not be an effective means to address the alleged restrictions on access to the German bar aptitude examination.

This decision not to initiate an investigation under Section 301 does not preclude other means to try to address the matters raised in the petition.

William Busis,

Chair, Section 301 Committee.

[FR Doc. 2011-10874 Filed 5-3-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request To Release Airport Property at Hammond Northshore Regional Airport, Hammond, LA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of request to release airport property.

SUMMARY: The FAA proposes to rule and invites public comment on the release of land at the Hammond Northshore Regional Airport, Hammond, Louisiana. The property consists of vacant land located on the corner of Industrial Park Road and Shelton Road near the Hammond Northshore Regional Airport just outside the city limits of Hammond, Louisiana. The land in question was acquired by the city of Hammond, Louisiana on September 8, 1948, through provisions of the Federal Property and Administration Service Act of 1949 and the Surplus Property Act of 1944.

As airport owner, the city of Hammond has requested to release a parcel in an effort to obtain a control tower at the Hammond Northshore Regional Airport. As part of this release, this parcel will change from aeronautical to non-aeronautical use and be limited to some type of commercial or industrial use under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before June 3, 2011.

ADDRESSES: *Comments on this application may be mailed or delivered to the FAA at the following address:* Mr. Lacey D. Spriggs, Federal Aviation Administration, Southwest Region, Airports Division, Manager/Louisiana/New Mexico Airports Development Office, ASW-640, 2601 Meacham Boulevard, Fort Worth, Texas 76137.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bradley R. Brandt, Acting Aviation Director, Louisiana Department of Transportation, at the following address: P.O. Box 94245, Baton Rouge, Louisiana 70804.

FOR FURTHER INFORMATION CONTACT: Mr. Justin Barker, Federal Aviation Administration, Program Manager/Louisiana/New Mexico Airports Development, Office, ASW-640, 2601 Meacham Boulevard, Fort Worth, Texas 76137.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Hammond Northshore Regional Airport under the provisions of the AIR 21.

The following is a brief overview of the request:

As airport owner, the city of Hammond has requested to release a parcel comprised of 17.01 acres that was acquired under the 1945 acquisition of property with aeronautical rights attached. The release of property will not adversely affect the Hammond Northshore Regional Airport because the parcel is located immediately east of the airport on the on Industrial Park Road. The parcel is separated from the airport by Industrial Park Road. This property was part of the Runway Protection Zone for Runway 22 which is no longer in use and can never be used for airport purposes. The sale is estimated to provide \$545,000.00 to be used for construction of a new control tower at the airport. In the event that the proposed control tower project is not funded, the city of Hammond has provided written consent that the proceeds of this land release will be used for other needed airport improvements at the Hammond Northshore Regional Airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Hammond Northshore Regional Airport.

Issued in Fort Worth, Texas on April 1, 2011.

Kelvin L. Solco,

Manager, Airports Division.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Notice for Waiver of Aeronautical Land-Use Assurance; Richard Downing Airport, Coshocton, 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