

- the short- and medium-term impact on economic growth, job creation, and competitiveness;

- the feasibility; and
- the implications for, and consistency with, bilateral and multilateral trade obligations.

DATES: Written comments should be submitted no later than February 3, 2012.

FOR FURTHER INFORMATION CONTACT: David Weiner, Deputy Assistant U.S. Trade Representative for Europe, (202) 395-9679, or Kate Kalutkiewicz, Director for European Affairs, (202) 395-9460, Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508.

SUPPLEMENTARY INFORMATION:

Background: Transatlantic trade and investment flows constitute the largest economic relationship in the world, creating jobs, increasing economic growth, and driving competitiveness on both sides of the Atlantic. The United States and the EU are committed to identifying new ways of strengthening their economic relationship and developing its full potential. A number of studies and proposals have advocated new bilateral trade, investment, and other economic agreements to access the untapped economic opportunities of the relationship. The High Level Working Group on Jobs and Growth will consider these and other proposals aimed at promoting job creation and growth through expanded trade and investment.

Upon completing its analysis, the Working Group will consider and recommend practical means necessary to implement any policy measures it identifies. These could include a range of possible initiatives, from enhanced regulatory cooperation to negotiation of one or more bilateral trade agreements addressing the issues above.

The Working Group will provide an interim update to Leaders on the status of its work in June 2012. It will submit a report with findings, conclusions, and recommendations to the Leaders by the end of 2012.

Submissions: To facilitate expeditious handling, the public is strongly encouraged to submit documents electronically via <http://www.regulations.gov>, docket number USTR-2012-0001. Submissions should contain the term "U.S.-EU High Level Working Group" in the "Type comment:" field on <http://www.regulations.gov>. To find the docket, enter the docket number in the "Enter Keyword or ID" window at the <http://www.regulations.gov> home page and click "Search." The site will provide a search-results page listing all

documents associated with this docket. Find a reference to this notice by selecting "Notices" under "Document Type" on the search-results page, and click on the link entitled "Submit a Comment." (For further information on using the <http://www.regulations.gov> Web site, please consult the resources provided on the Web site by clicking on the "Help" tab.) The <http://www.regulations.gov> Web site provides the option of making submissions by filling in a comments field, or by attaching a document. USTR prefers submissions to be provided in an attached document. USTR prefers submissions in Microsoft Word (.doc) or Adobe Acrobat (.pdf). If the submission is in an application other than those two, please indicate the name of the application in the "Comments" field.

L. Daniel Mullaney,

Assistant U.S. Trade Representative for Europe and the Middle East.

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DEPARTMENT OF TRANSPORTATION

Meeting and Webinar on Integrated Dynamic Transit Operations; Notice of Public Meeting

AGENCY: Research and Innovative Technology Administration, U.S. Department of Transportation.

ACTION: Notice.

The U.S. Department of Transportation (USDOT) Intelligent Transportation System Joint Program Office (ITS JPO) will host a free public meeting and webinar to obtain stakeholder input on concepts, opportunities, and needs for the Integrated Dynamic Transit Operations (IDTO) operational concept on January 26, 2012 from 1:30-4:30 p.m. and January 27, 2012 from 8:30 a.m. to 12:30 p.m. (EST) at the Washington Marriott Wardman Park, Washington Room, 2660 Woodley Road NW., Washington, DC 20008.

Persons planning to attend any part of the public meeting or participate in the three-hour webinar should register by January 19, 2012 using the following link: <http://www.itsa.org/component/forme/?fid=6>. For additional questions, please contact Adam Hopps at ahopps@itsa.org or (202) 680-0091.

The IDTO public meeting will bring stakeholders together as part of an interactive forum to discuss opportunities, needs, transformative goals, and performance measures. Outcomes from this workshop will

provide an important foundation to the overall vision and an operational concept for the IDTO. The first half of the public meeting will be delivered via webcast for those participants who are not able to participate in person. An electronic feedback form will be made available to allow participants to provide additional input. The meeting will follow the Transportation Research Board annual meeting.

Background

The overarching goal of the Transit Connected Vehicle for Mobility program is to improve public transportation by increasing transit productivity, efficiency, and accessibility; mitigating congestion in an integrated transportation environment; and providing travelers better transportation information and transit services. Transit-oriented Connected Vehicle for Mobility applications support dynamic system operations and management, enable a convenient and quality travel experience, and provide an information-rich environment to meet the needs of travelers and system operators across all modes.

Issued in Washington, DC on the 4th day of January 2012.

John Augustine,

Managing Director, ITS Joint Program Office.

[FR Doc. 2012-313 Filed 1-10-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Emergency Locator Transmitters (ELTs)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to cancel Technical Standard Order (TSO)-C91a, Emergency Locator Transmitter (ELT) Equipment.

SUMMARY: This notice announces the FAA's intent to cancel TSO-C91a, Emergency Locator Transmitter (ELT) Equipment. The effect of the cancelled TSO will result in no new TSO-C91a design or production approvals. However, cancellation will not affect production according to an existing TSO authorization (TSOA). Articles produced under an existing TSOA can still be installed according to existing airworthiness approvals and applications for new airworthiness approvals will still be processed. This action does not impact operation of TSO-C91a ELTs, and these ELTs will continue to satisfy the 14 Code of

Federal Regulation (14 CFR) § 91.207 ELT equipage requirement.

DATES: Comments must be received on or before February 10, 2012.

FOR FURTHER INFORMATION CONTACT: Mr. Albert Sayadian, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102 Washington, DC 20024. Telephone (202) 385-4652, fax (202) 385-4651, email to: Albert.Sayadian@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the cancellation of the TSO by submitting written data, views, or arguments to the above address. You are requested to use the attached comment sheet to make the comment review process more efficient. Comments received may be examined, both before and after the closing date, in suite 4102 at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

Background

On December 23, 1992, the FAA published technical standard order (TSO-C126), *406 MHz Emergency Locator Transmitters (ELT)*, for which numerous TSO authorizations have been approved. On December 17, 2008, the FAA published a revision to the TSO, TSO-C126a. The TSO is a minimum performance standard for ELTs that utilize the 406.0 to 406.1 MHz band. TSO-C126 and TSO-C126a 406 MHz ELTs are monitored by the Cospas-Sarsat system, an international satellite-based search and rescue (SAR) distress alert detection and information distribution system.

On February 1, 2009 Cospas-Sarsat stopped processing signals from 121.5 MHz ELTs. It now only processes signals from 406 MHz ELTs. The decision to discontinue processing of the 121.5 MHz signal was made by the International Cospas-Sarsat program with guidance from the United Nations. This was made due to the problems within the 121.5 MHz frequency band which inundated SAR authorities with poor accuracy and numerous false alerts, thus impacting the effectiveness of lifesaving services. The 406 MHz ELT technology is an advance over the older 121.5 MHz ELT technology.

TSO-C126a incorporates technology that makes the ELT equipment more accurate and reliable than the 121.5 MHz ELT equipment built to the minimum performance standards in TSO-C91a. Examples of these

improvements are: (1) Global satellite coverage; (2) a unique beacon identification which is required to be registered so that if an alert is launched the rescued coordination center can confirm whether the distress is real, who they are looking for, and where the search should begin; (3) 406 MHz ELTs can be received by geostationary satellites which are always visible and provide instantaneous alerting and, (4) increased position accuracy that reduces the search area to less than two nautical miles in radius. Additionally, 406 MHz ELTs which have a GPS position input can potentially reduce the search area to within 100 yards of the accident site.

The performance and benefits of TSO-C126a equipment surpasses TSO-C91a equipment. The 406 MHz technology is mature and prevalent in the ELT market today. The FAA feels new TSO authorizations for ELTs should be accomplished to TSO-C126a, or subsequent, and it is appropriate to cancel TSO-C91a.

Susan J. M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

[FR Doc. 2012-300 Filed 1-10-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In December 2011, there were two applications approved. This notice also includes information on two other applications, one approved in September 2011 and one approved in November 2011, inadvertently left off the September 2011 and November 2011 notices, respectively. Additionally, nine approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: County of Onslow, Jacksonville, North Carolina.

Application Number: 11-08-C-00-0AJ.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in This Decision: \$10,066,502.

Earliest Charge Effective Date: November 1, 2011.

Estimated Charge Expiration Date: April 1, 2029.

Class of Air Carriers Not Required To Collect PEG's: Air taxi commercial operators filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the approved class accounts for less than 1 percent of the total annual enplanements at Albert J. Ellis Airport.

Brief Description of Projects Approved for Collection and Use:

Terminal development—design and construction.
Site utilities—design and construction.
Stormwater facilities—design and construction.
Airside/apron—design and construction.
Landside/roadway—design and construction.
General aviation terminal/apron—design and construction.
Airport beacon relocation—design and construction.
Air traffic control tower site study.
Security/wildlife fencing—design and construction.
Airfield drainage improvements—design and construction.
Emergency access road improvements—design and construction.
PFC application development.
PFC program administration.

Brief Description of Projects Approved for Collection:

Land acquisition.
Air traffic control tower design.
Air traffic control tower construction.

Brief Description of Disapproved Project:

Maintenance equipment building—design.
Determination: Disapproved. The FAA determined that this project does not meet the requirements of § 158.15(b). It is not eligible in accordance with paragraph 501 of FAA Order 5100.38C, Airport Improvement Program Handbook, June 28, 2005.

Decision Date: September 8, 2011.

For Further Information Contact: John Marshall, Atlanta Airports District Office, (404) 305-7153.

Public Agency: Cities of Fort Collins and Loveland, Loveland, Colorado.