

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.

**Daniel Mullaney,**

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

[FR Doc. 2012-23613 Filed 9-27-12; 8:45 am]

**BILLING CODE 3290-F2-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Environmental Impact Statement; Taos Regional Airport, Taos, NM

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

**ACTION:** Notice of availability of Record of Decision.

**SUMMARY:** The FAA is issuing this notice to advise the public that we have prepared a Record of Decision (ROD) for the "Taos Regional Airport, Airport Layout Plan Improvements" Environmental Impact Statement (EIS). The Town of Taos, owner and operator of Taos Regional Airport located in Taos, New Mexico, has requested the FAA to approve revisions to its Airport Layout Plan (ALP) to reflect and allow construction of a new runway and other associated airport projects; the Town is requesting Federal funding for the project. This ROD sets forth FAA's final determination and environmental approvals for the federal actions necessary to implement the proposed airport improvements under Alternative 2D, the FAA's selected alternative, and the Airport Sponsor to proceed with processing an application for federal funding.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, Dean McMath, Regional Environmental Programs, Manager, ASW613, 2601 Meacham Boulevard, Fort Worth, Texas 76137, telephone (817) 222-5617.

**SUPPLEMENTARY INFORMATION:** The Town of Taos, as owner and operator of SKX requested FAA to approve revisions to its Airport Layout Plan (ALP) and provide funding for a proposed new

Runway 12/30 measuring 8,600-foot by 100-foot, a full length parallel taxiway, runway lighting, navigational aids, runway safety areas (RSA), runway protection zones, associated grading, drainage, utility relocations, installation of a Remote Transmitter/Receiver, shortening of the existing Runway 4/22 by 420 feet to the northeast with an associated shift of the RSA Runway Object Free Area (ROFA), and Runway Protection Zone (RPZ), establishment of new flight procedures for both runways, construction of a new airport access road, and extension of the existing airport access road from the existing automobile parking lot to the Fixed Base Operator hangar/terminal. The purpose of the proposed improvements is to correct the operational deficiencies of the existing runway system at SKX and improve safety of the operating environment at the airport.

The Draft and Final EIS were prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), [42 U.S.C. 4321, *et seq.*], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR parts 1500-15081, and FAA directives [Order 1050.1E and Order 5050.4B]. The Taos Pueblo and National Park Service served as cooperating agencies in preparation of the EIS. The Environmental Protection Agency (EPA) published a notice of availability of the Final EIS in the **Federal Register** on June 29, 2012.

In accordance with CEQ regulations, the ROD discusses the alternatives considered for the project; the basis for selecting the Preferred Alternative, a summary of impacts; and mitigation measures for the Preferred Alternative. The ROD documents the final Agency decisions regarding the proposed project as described and analyzed in the EIS. The FAA is granting approval to amend the ALP with the conditions noted in Section 9.7 of the ROD and approval to proceed with processing an application for federal funding of those development items qualifying for financial aid under the Airports Improvement Program (AIP).

The ROD is available for review during normal business hours at the following locations: FAA Southwest Regional Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298, Taos Regional Airport, Highway 64 West, 1 Airport Road, Taos, New Mexico 87571, Taos Town Hall, 400 Camino de la Placita, Taos, New Mexico 87571 and Taos Public Library, 402 Camino de la Placita, Taos, New Mexico 87571.

Issued on September 20, 2012.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 2012-23830 Filed 9-27-12; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2012-0117; Notice 1]

#### Mazda North American Operations, Receipt of Petition for Decision of Inconsequential Noncompliance

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Receipt of petition.

**SUMMARY:** Mazda North American Operations (MNAO),<sup>1</sup> on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda),<sup>2</sup> has determined that certain Mazda brand motor vehicles manufactured between 2000 and 2012 for sale or lease in Puerto Rico, do not fully comply with paragraph S4.1 of Federal Motor Vehicle Safety Standard (FMVSS) No. 225, *Child Restraint Anchorage Systems*. MNAO has filed an appropriate report dated June 21, 2012, pursuant to 49 CFR Part 573, *Defect and Noncompliance Responsibility and Reports*.

Pursuant to 49 U.S.C. 30118(d) and 30120(h) (see implementing rule at 49 CFR Part 556), MNAO submitted a petition for an exemption from the notification and remedy requirements of 49 U.S.C. chapter 301 on the basis that this noncompliance is inconsequential to motor vehicle safety.

This notice of receipt of MNAO's petition is published under 49 U.S.C. 30118 and 30120 and does not represent any agency decision or other exercise of judgment concerning the merits of the petition.

**Vehicles Involved:** Affected are approximately 60,509 Mazda brand motor vehicles manufactured between 2000 and 2012 for sale or lease in Puerto Rico.

NHTSA notes that the statutory provisions (49 U.S.C. 30118(d) and 30120(h)) that permit manufacturers to file petitions for a determination of inconsequentiality allow NHTSA to exempt manufacturers only from the duties found in sections 30118 and 30120, respectively, to notify owners, purchasers, and dealers of a defect or

<sup>1</sup> Mazda North American Operations, is a U.S. company that manufactures and imports motor vehicles.

<sup>2</sup> Mazda Motor Corporation, is a Japanese company that manufactures motor vehicles.

noncompliance and to remedy the defect or noncompliance. Therefore, these provisions only apply to the subject 60,509<sup>3</sup> vehicles that MNAO no longer controlled at the time it determined that the noncompliance existed.

**Noncompliance:** MNAO explains that the noncompliance is that certain Mazda brand motor vehicles sold in Puerto Rico were not delivered with instructions on the use of child restraint tether anchorages written in English. The instructions were only provided in Spanish as part of the Spanish language version of the vehicle owner's manual provided with the vehicles at first sale. No English version owner's manuals were provided.

**Rule Text:** Paragraph S4.1 of FMVSS No. 225 requires in pertinent part:

S4.1 Each Tether anchorage and each child restraint anchorage system installed, either voluntarily or pursuant to this standard, in any new vehicle manufactured on or after September 1, 1999, shall comply with the configuration, location, marking and strength requirements of this standard. The vehicle shall be delivered with written information, in English, on how to appropriately use those anchorages and systems.

**Summary of MNAO's Analysis and Arguments:** MNAO believes that while the noncompliant motor vehicles were delivered to Puerto Rico with Owners Manuals written only in the Spanish language and did not include a written version in the English language as required by FMVSS No. 225, it is inconsequential as it relates to motor vehicle safety for the following reason:

1. All affected owner's manuals contain accurate Spanish translations of the information.

2. In Puerto Rico, Spanish is the universally prevalent language. According to a U.S. Census done by the Census Bureau in 2010, 95.7% of the Puerto Rico's population speaks Spanish as their primary language.

3. NHTSA also has a long history of encouraging the dissemination of product information in languages that are useful for the vehicle owners. (See example <http://isearch.nhtsa.gov/files/8047.html>)

4. English Owners manuals for Mazda motor vehicles manufactured on or after

2002 can be downloaded from MNAO's Web site or upon request through MNAO dealerships and is available for customers in Puerto Rico free of charge.

5. MNAO has not received any complaints or claims in Puerto Rico with regards to the language of the Owner's manuals.

MNAO has additionally informed NHTSA that it has corrected future production and that all other motor vehicle owner's manuals are correct.

In summation, MNAO believes that the described noncompliance of its motor vehicle owner's manuals is inconsequential to motor vehicle safety, and that its petition, to exempt it from providing recall notification of noncompliance as required by 49 U.S.C. 30118 and remedying the recall noncompliance as required by 49 U.S.C. 30120 should be granted.

**Comments:** Interested persons are invited to submit written data, views, and arguments on this petition. Comments must refer to the docket and notice number cited at the beginning of this notice and be submitted by any of the following methods:

a. By mail addressed to: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

b. By hand delivery to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590. The Docket Section is open on weekdays from 10 a.m. to 5 p.m. except Federal Holidays.

c. Electronically: by logging onto the Federal Docket Management System (FDMS) Web site at <http://www.regulations.gov/>. Follow the online instructions for submitting comments. Comments may also be faxed to 1-202-493-2251.

Comments must be written in the English language, and be no greater than 15 pages in length, although there is no limit to the length of necessary attachments to the comments. If comments are submitted in hard copy form, please ensure that two copies are provided. If you wish to receive confirmation that your comments were received, please enclose a stamped, self-addressed postcard with the comments. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided.

Documents submitted to a docket may be viewed by anyone at the address and times given above. The documents may also be viewed on the Internet at

<http://www.regulations.gov> by following the online instructions for accessing the dockets. DOT's complete Privacy Act Statement is available for review in the **Federal Register** published on April 11, 2000, (65 FR 19477-78).

The petition, supporting materials, and all comments received before the close of business on the closing date indicated below will be filed and will be considered. All comments and supporting materials received after the closing date will also be filed and will be considered to the extent possible. When the petition is granted or denied, notice of the decision will be published in the **Federal Register** pursuant to the authority indicated below.

**Comment Closing Date:** October 29, 2012.

**Authority:** 49 U.S.C. 30118, 30120; delegations of authority at CFR 1.50 and 501.8.

Issued on: September 20, 2012.

**Claude H. Harris,**

*Director, Office of Vehicle Safety Compliance.*

[FR Doc. 2012-23834 Filed 9-27-12; 8:45 am]

**BILLING CODE 4910-59-P**

## DEPARTMENT OF THE TREASURY

### Submission for OMB Review; Comment Request

September 19, 2012.

The Department of the Treasury will submit the following information collection request to the Office of Management and Budget (OMB) for review and clearance in accordance with the Paperwork Reduction Act of 1995, Public Law 104-13, on or after the date of publication of this notice.

**DATES:** Comments should be received on or before October 29, 2012 to be assured of consideration.

**ADDRESSES:** Send comments regarding the burden estimate, or any other aspect of the information collection, including suggestion for reducing the burden, to (1) Office of Information and Regulatory Affairs, Office of Management and Budget, Attention: Desk Officer for Treasury, New Executive Office Building, Room 10235, Washington, DC 20503, or email at [OIRA\\_Submission@OMB.EOP.GOV](mailto:OIRA_Submission@OMB.EOP.GOV) and (2) Treasury PRA Clearance Officer, 1750 Pennsylvania Ave. NW., Suite 8140, Washington, DC 20220, or email at [PRA@treasury.gov](mailto:PRA@treasury.gov).

**FOR FURTHER INFORMATION CONTACT:** Copies of the submission(s) may be obtained by calling (202) 927-5331, email at [PRA@treasury.gov](mailto:PRA@treasury.gov), or the entire information collection request maybe found at [www.reginfo.gov](http://www.reginfo.gov).

<sup>3</sup> MNAO's petition, which was filed under 49 CFR Part 556, requests an agency decision to exempt MNAO as a vehicle manufacturer from the notification and recall responsibilities of 49 CFR Part 573 for the 60,509 affected vehicles. However, a decision on this petition will not relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after MNAO notified them that the subject noncompliance existed.