

(202) 647-5936, email (JacksonRS@state.gov), or telephone (202) 647-9204. Participants may enter the Department of State from the entrance on 23rd Street. In view of escorting requirements, non-Government attendees should plan to arrive 15 minutes before the meeting begins. Requests for reasonable accommodation should be made to Ronelle Jackson prior to Tuesday, January 24. Requests made after that date will be considered, but might not be possible to fulfill.

Personal data is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Privacy Impact Assessment for VACS-D at <http://www.state.gov/documents/organization/100305.pdf> for additional information.

For additional information, contact Deputy Outreach Coordinator Tiffany Enoch, Office of Economic Policy Analysis and Public Diplomacy, Bureau of Economic and Business Affairs, at (202) 647-2231 or EnochT@state.gov.

Dated: December 29, 2011.

Emily Bruno,

Acting Director, Office of Economic Policy Analysis and Public Diplomacy, U.S. Department of State.

[FR Doc. 2012-232 Filed 1-9-12; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Generalized System of Preferences (GSP): Notice of the Results of the 2010 GSP Annual Review

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: This notice announces (1) the disposition of the product petitions accepted for review in the 2010 GSP Annual Review, and (2) the status of country practices petitions accepted as part of GSP annual reviews, including the 2010 GSP Annual Review.

FOR FURTHER INFORMATION CONTACT: Tameka Cooper, GSP Program, Office of the United States Trade Representative, 1724 F Street NW., Room F-214, Washington, DC 20508. The telephone number is (202) 395-6971, the fax number is (202) 395-2961, and the

email address is Tameka_Cooper@ustr.eop.gov.

SUPPLEMENTARY INFORMATION: The GSP program provides for the duty-free importation of eligible articles when imported from designated beneficiary developing countries. The GSP program is authorized by Title V of the Trade Act of 1974 (19 U.S.C. 2461, *et seq.*), as amended, and is implemented in accordance with Executive Order 11888 of November 24, 1975, as modified by subsequent Executive Orders and Presidential Proclamations.

In the 2010 GSP Annual Review, the Trade Policy Staff Committee (TPSC) reviewed two petitions to change product coverage of the GSP. Based on the TPSC's review and the recommendation of the U.S. Trade Representative, President Obama removed one product—sleeping bags, not containing 20 percent or more by weight of feathers and/or down (HTSUS 9404.30.80)—from eligibility for duty-free treatment under GSP, effective January 1, 2012, because it is import-sensitive in the context of GSP. (See Presidential Proclamation 8770 of December 29, 2011.) A petition to remove GSP duty-free treatment for two types of self-adhesive plastic tape (HTSUS 3919.10.20 and 3919.90.50) was denied.

There are no changes at this time to the status of those country practice petitions accepted in the 2010 GSP annual review and continued from earlier annual reviews. A list of all of the country practice petitions under review can be found on the USTR Web site at http://www.ustr.gov/webfm_send/3218 in List II (Petitions for Review of Country Practices).

William D. Jackson,

Deputy Assistant U.S. Trade Representative for the Generalized System of Preferences and Chair of the GSP Subcommittee of the Trade Policy Staff Committee, Office of the U.S. Trade Representative.

[FR Doc. 2012-250 Filed 1-9-12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2011-1442]

Order Limiting Scheduled Operations at Newark Liberty International Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of FAA Decision on Request for Waiver of the Slot Usage Requirement.

SUMMARY: This action grants with conditions a request by Airlines for America (A4A) for a waiver of the slot usage requirement for operating authorizations (slots) at Newark Liberty International Airport (EWR) due to construction at the airport during the summer 2012 and winter 2012-13 scheduling seasons.

DATES: Effective upon publication. The deadlines for temporary slot returns under this waiver are March 16, 2012, for summer 2012 slots and August 15, 2012, for winter 2012-13 slots.

FOR FURTHER INFORMATION CONTACT: Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-7143; email: rob.hawks@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

By letter dated December 6, 2011, A4A requested the FAA grant a limited waiver of the slot usage requirement for EWR during the 2012 runway 4R-22L reconstruction project. In support of its request, A4A referenced a waiver granted by the FAA in 2010 due to a runway construction project at John F. Kennedy International Airport.¹

The Port Authority of New York and New Jersey (Port Authority) will resurface EWR runway 4R-22L. In addition, the Port Authority will undertake preparatory work for new taxiways and install new runway lighting and electrical infrastructure. This major project is scheduled for between April 15 and December 15, 2012. The construction schedule, which may be adjusted because of weather conditions, is:

- Nightly closure (0030 through 0630) of runway 4R-22L from April 15 through December 15.

- Extended weekend closure of runway 4R-22L from April 15 through November 15.² Closure will occur from 0030 on Saturday through 1100 on Sunday.

- Closure of runway 4R-22L from September 8 through September 17.

- Closure of the intersection of runway 4R-22L and runway 11-29 from May 4 through May 9. This closure will result in shortening the available lengths of both runways.

A4A contends the closures will significantly affect EWR's throughput because runway 4R-22L is the airport's principal arrival runway. During the

¹ 74 FR 52838 (Oct. 14, 2009).

² Construction work is not scheduled for the weekends of March 12-13, June 30-July 1, and July 7-8.

construction closures, both arrivals and departures must share runway 4L–22R. Construction closures that shorten the length of cross-wind runway 11–29 may reduce the number of arrivals and departures that can use that runway.

EWR is one of the busiest airports in the nation and currently experiences significant delay. A4A argues construction closures, and the resulting decreased throughput, likely will increase airport delays. The FAA, the Port Authority, and airlines have discussed mitigations of construction-related delays, and the construction schedule, which limits the closures, reflects those discussions.

FAA Analysis

Under the Order limiting scheduled operations at EWR, slots must be used at least 80 percent of the time. This rule is expected to accommodate routine weather and other cancellations under all but the most unusual circumstances. Slots not meeting the minimum usage rules will not receive historic precedence for the following corresponding scheduling season.³ The FAA may grant a waiver from the slot usage requirement in highly unusual and unpredictable conditions that are beyond a carrier's control and affect a carrier's operations for a period of five or more consecutive days. However, the FAA does not routinely grant general waivers to the usage requirement except under the most unusual circumstances.

The FAA has determined that the projected operational, congestion, and delay impacts of the 2012 EWR runway construction meet the requirements for a temporary waiver of the slot usage requirement. Considering the throughput impacts during construction, reducing operations to minimize congestion and delays is in the public interest. Carriers that temporarily reduce flights and elect to temporarily return slots to the FAA rather than transfer them for another carrier's use should not be penalized by permanently losing the authority to operate.

FAA Decision

In consideration of the foregoing, A4A's request for a waiver is *granted with conditions*. This waiver applies only to EWR slots for the following days: (1) Saturdays and Sundays from April 15 through November 15; (2) May 4 through May 9, and (3) September 8 through September 17. To obtain a waiver for a specific slot held, a carrier must temporarily return to the FAA slots that it will not operate during the

waiver period. The carrier will retain historical precedence for these temporarily returned slots. These temporary slot returns permit the FAA to plan for days on which construction closures and resulting operational impacts occur. If the closure dates change due to weather, the FAA will apply the waiver, including retroactively, if a carrier notifies the FAA that the temporarily returned slots will not be operated on any new closure dates. For summer 2012 slots, the temporary slot return deadline is Friday, March 16, 2012. For winter 2012–13 slots, the temporary slot return deadline is Wednesday, August 15, 2012. Temporary slot returns should be submitted to the Slot Administration Office by email at 7-awa-slotadmin@faa.gov or by facsimile at (202) 267–7277. These return notifications should indicate they are subject to this waiver.

Issued in Washington, DC, on January 4, 2012.

Rebecca B. MacPherson,

Assistant Chief Counsel for Regulations.

[FR Doc. 2012–253 Filed 1–9–12; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Erie County, NY

AGENCY: Federal Highway Administration (FHWA), United States Department of Transportation (DOT).

ACTION: Rescinded Notice of Intent.

SUMMARY: FHWA is issuing this rescinded notice to advise the public that FHWA will not be preparing and issuing a Final Environmental Impact Statement for the proposed Peace Bridge Expansion Project in the city of Buffalo, Erie County, New York and the town of Fort Erie, Ontario Canada (NYSDOT Project Identification Number: 5753.58). The Peace Bridge Expansion Project (project) is a proposal for operational improvements at the Peace Bridge crossing between the United States and Canada. A notice of intent to prepare an EIS was published in the **Federal Register** on October 9, 2001.

FOR FURTHER INFORMATION CONTACT: Jonathan D. McDade, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, Suite 719, 11A Clinton Avenue, Albany, New York 12207. Telephone (518) 431–4127, or Farhan F. Haddad, P.E., Deputy Director, Major Projects Office, New

York State Department of Transportation, 50 Wolf Road, Albany, New York 12232. Telephone (518) 457–7282.

SUPPLEMENTARY INFORMATION: FHWA in cooperation with the New York State Department of Transportation (NYSDOT) and the Buffalo-Fort Erie Public Bridge Authority (PBA) previously intended to prepare an EIS to evaluate the impacts and alternatives to constructing a companion bridge to the existing structure and to expand the border crossing plaza for Federal inspection agencies with reconstruction, relocation, and improvements to connecting roadways as well.

As the project and environmental documentation developed from the original scope, significant spatial challenges resulted from the design and operational complexities required to meet the defined objectives (security requirements and operational improvements). At this time, the significantly large footprint and associated impacts that are required for an adequate design to meet the objectives of the project has caused the cost to escalate beyond the sponsor's ability to secure sufficient funding. This determination was reached as a result of the extensive analysis and coordination that has been conducted on this project to date. Additionally, as a result of the comprehensive environmental review and coordination with Federal and state resource agencies, the community and resource agency concerns relating to historic impacts, relocations, and other environmental impacts were at this time becoming increasingly paramount.

The project has been envisioned for over two decades and engendered controversy since its inception. The analysis and consultation which FHWA has conducted with the other lead agencies has established that the original purpose of improving operations and security at the border can be accomplished without a combined bridge and plaza improvements project and addressed by a project of more limited scope. The PBA will be evaluating a series of plaza operational improvements and minor construction projects and will not be seeking Federal funding for such work. In light of this information and funding constraints, FHWA has determined that the plaza improvements and bridge construction have independent utility with logical termini and do not foreclose future improvements or projects with respect to either facility. In light of this rescinded notice terminating the project, the actions of

³ 76 FR 18618 (Apr. 4, 2011).