SUMMARY:

The U.S. Trade Representative (USTR) is accepting public comments on the Generalized System of Preferences (GSP) for the 2011 Annual GSP Product Review. A public hearing will be held to consider petitions for new beneficiary status for products and for changes to current beneficiary status, including the elimination of beneficiary status for products. The hearing will be held on Monday, April 16, 2012.

ACTION:

Notice of Public Hearing on the 2011 Annual GSP Product Review.

AGENCY:

Office of the United States Trade Representative (USTR).

ACTION:

Notice of Hearing on the 2011 Annual GSP Product Review.

SUMMARY:

The USTR is seeking public comments on the 2011 Annual GSP Product Review. A public hearing will be held on Monday, April 16, 2012. Comments are due Tuesday, March 20, 2012.

FOR FURTHER INFORMATION CONTACT:

Tameka Cooper, GSP Program, Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508. The telephone number is (202) 395–6971; the fax number is (202) 395–9674, and the email address is Tameka_Cooper@ustr.eop.gov.

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.

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. In February 2012, there were six applications approved. Additionally, 11 approved amendments to previously approved applications are listed.
PFC Applications Approved

Public Agency: County and City of Yakima, Washington.
Application Number: 12–14–C–00–YKM.
Application Type: Impose and use a PFC.

PFC Level: $4.50.
Total PFC Revenue Approved in this Decision: $703,801.
Earliest Charge Effective Date: August 1, 2012.
Estimated Charge Expiration Date: February 1, 2014.
Class of Air Carriers Not Required To Collect PFCs:
Air taxi/commercial operators—nonscheduled/on-demand air carriers 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 Yakima Air Terminal—McAllister Field Airport.

Brief Description of Projects Approved for Collection and Use

Snow removal equipment purchase—design.
Terminal apron rehabilitation—design.
Taxiway Alpha and connectors rehabilitation—design.
Snow removal equipment purchase.
Terminal apron rehabilitation.
Taxiway Alpha and connectors rehabilitation.
Acquire runway friction tester (decelerometer).
Acquire miscellaneous equipment.
Environmental mitigation.
Security enhancement.

Decision Date: February 2, 2012.

FOR FURTHER INFORMATION CONTACT:
Mary Vargas, Seattle Airports District Office, (425) 227–2660.

Public Agency: City of Modesto, California.
Application Number: 12–08–C–00–MOD.
Application Type: Impose and use a PFC.

PFC Level: $4.50.
Total PFC Revenue Approved in this Decision: $2,140,461.
Earliest Charge Effective Date: February 13, 2012.
Estimated Charge Expiration Date: December 1, 2026.
Class of Air Carriers Not Required To Collect PFCs: None.

Brief Description of Projects Approved for Collection and Use

Expand air carrier auto parking lot.
Wildlife deterrent fence.
Airport land acquisition.
Wildlife management assessment of hazards.
Environmental assessment.
Terminal restroom renovation.
Taxiway A reconstruction.
Snow removal equipment purchase.
Update airport exhibit A property map.
Aircraft rescue and firefighting truck.
PFC audit fees.

FOR FURTHER INFORMATION CONTACT:
Todd Madison, Central Region Airports Division, (816) 329–2640.

Public Agency: City of Midland, Texas.
Application Number: 12–08–C–00–MAF.
Application Type: Impose and use a PFC.

PFC Level: $4.50.
Total PFC Revenue Approved in this Decision: $1,319,287.
Earliest Charge Effective Date: August 1, 2015.
Estimated Charge Expiration Date: August 1, 2016.

Class of Air Carriers Not Required To Collect PFCs: Non-scheduled operators filing FAA Form 1800–31; (2) commuter and small certificated air carriers filing Department of Transportation Form T–100 for non-scheduled operations; and (3) large certificated route air carriers filing Department of Transportation Form T–100 for non-scheduled operations.

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

Brief Description of Projects Approved for Collection and Use

Terminal building rehabilitation.
Executive apron reconstruction.
Northwest taxi lane and emergency perimeter roadway extension.
Wildlife hazard assessment.
Runways 4/22 and 16U34R rehabilitation design.
Emergency perimeter roadway and gates rehabilitation.
Airfield lighting cable replacement.
Taxiway V apron expansion.

FOR FURTHER INFORMATION CONTACT:
Marcelino Sanchez, Texas Airports Development Office, (817) 222–5652.

Public Agency: County of Pitkin, Aspen, Colorado.
Application Number: 12–08–C–00–ASE.
Application Type: Impose and use a PFC.

PFC Level: $4.50.
Total PFC Revenue Approved in this Decision: $3,211,592.
Earliest Charge Effective Date: August 1, 2012.
Estimated Charge Expiration Date: August 1, 2016.

Class of Air Carriers Not Required To Collect PFCs: Nonscheduled/on-demand air carriers 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 Aspen/Pitkin County Airport.

**Brief Description of Projects Approved for Collection and Use**

- Acquire snow removal equipment (plow).
- Extend runway 15/33.
- Construct connector taxiway.
- Construct south deice pad apron.
- Improve runway safety area.
- PFC application and administration fees.

**Decision Date:** February 17, 2012.

**FOR FURTHER INFORMATION CONTACT:**
Jesse Lyman, Denver Airports District Office, (303) 342–1262.

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**AMENDMENTS TO PFC APPROVALS**

<table>
<thead>
<tr>
<th>Amendment No., City, State</th>
<th>Amendment approved date</th>
<th>Original approved net PFC revenue</th>
<th>Amended approved net PFC revenue</th>
<th>Original estimated charge exp. date</th>
<th>Amended estimated charge exp. date</th>
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<tbody>
<tr>
<td>03–06–C–01–AVC; Arcata, CA.</td>
<td>2/01/12</td>
<td>$578,450</td>
<td>$523,597</td>
<td>03/01/05</td>
<td>03/01/05</td>
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<td>05–07–C–01–AVC; Arcata, CA.</td>
<td>2/02/12</td>
<td>392,265</td>
<td>336,981</td>
<td>10/01/10</td>
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<td>09–03–C–02–PGV; Greenville, NC.</td>
<td>2/03/12</td>
<td>596,985</td>
<td>396,985</td>
<td>10/01/11</td>
<td>10/01/11</td>
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<td>03–02–C–01–MCW; Mason City, IA.</td>
<td>2/08/12</td>
<td>379,500</td>
<td>303,061</td>
<td>02/01/12</td>
<td>02/01/12</td>
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<td>08–07–C–01–MOD; Modesto, CA.</td>
<td>2/10/12</td>
<td>395,194</td>
<td>337,634</td>
<td>12/01/15</td>
<td>04/01/12</td>
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<td>09–02–C–07–MC; Kansas City, MO.</td>
<td>2/14/12</td>
<td>7,375,439</td>
<td>6,741,254</td>
<td>05/01/11</td>
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<td>09–09–C–02–BUR; Burbank, CA.</td>
<td>2/16/12</td>
<td>21,965,000</td>
<td>24,965,000</td>
<td>05/01/15</td>
<td>09/01/15</td>
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<td>09–06–C–01–PUW; Pullman, WA.</td>
<td>2/17/12</td>
<td>255,998</td>
<td>271,077</td>
<td>05/01/11</td>
<td>12/01/10</td>
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<td>10–11–C–02–ATL; Atlanta, GA.</td>
<td>2/21/12</td>
<td>422,480,178</td>
<td>347,373,302</td>
<td>01/01/23</td>
<td>07/01/22</td>
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<td>94–01–C–04–RIC; Richmond, VA.</td>
<td>2/23/12</td>
<td>11,847,867</td>
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<td>01–04–C–04–RIC; Richmond, VA.</td>
<td>2/23/12</td>
<td>3,401,433</td>
<td>2,647,868</td>
<td>11/01/16</td>
<td>114/01/16</td>
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</tbody>
</table>

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**DEPARTMENT OF TRANSPORTATION**

**National Highway Traffic Safety Administration**

**Petition for Exemption From the Vehicle Theft Prevention Standard; Nissan**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA) Department of Transportation (DOT).

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full Nissan North America, Inc.’s (Nissan) petition for exemption of the Juke vehicle line in accordance with 49 CFR Part 543, Exemption from Vehicle Theft Prevention Standard. This petition is granted, because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541).


**DATES:** The exemption granted by this notice is effective beginning with the 2013 model year (MY).


**SUPPLEMENTARY INFORMATION:** In a petition dated November 29, 2011, Nissan requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the MY 2013 Nissan Juke vehicle line. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543. Exemption from Vehicle Theft Prevention Standard, based on the installation of an antitheft device as standard equipment for the entire vehicle line. Under § 543.5(a), a manufacturer may petition NHTSA to grant an exemption for one vehicle line per model year. In its petition, Nissan provided a detailed description and diagram of the identity, design and location of the components of the antitheft device for the Juke vehicle line. Nissan will install a passive transponder-based, electronic immobilizer, antitheft device as standard equipment on its Juke vehicle line beginning with MY 2013. Major components of the antitheft device will include an engine control module, immobilizer/body control module (BCM), immobilizer antenna and a security indicator light. Nissan will also install an audible and visible alarm system on the Juke as standard equipment. Nissan stated that activation of the immobilization device occurs automatically when the ignition key is turned to the “OFF” position and all the doors are closed and locked through the use of the key or the remote control mechanism. Deactivation occurs when all the doors are unlocked with the key or remote control mechanism. Nissan’s submission is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements...