

July 18, 2011.

Sean J. Greene,

Associate Administrator for Investment.

[FR Doc. 2011-20837 Filed 8-16-11; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 7545]

U.S. Department of State Advisory Committee on Private International Law: Notice of Annual Meeting

The Department of State's Advisory Committee on Private International Law (ACPIL) will hold its annual meeting on developments in private international law on Thursday, September 22 and Friday, September 23, 2011, in Washington, DC. The meeting will be held at the Gewirz Student Center, Georgetown University Law Center, 600 New Jersey Avenue, NW., Washington, DC 20001. The program is scheduled to run from 9:30 a.m. to 5 p.m. on Thursday and from 9 a.m. to 2 p.m. on Friday.

Time permitting, we expect that the discussion will focus on developments in a number of areas, *e.g.*, international family law; electronic commerce; regional inter-American issues; U.S. federalism issues in implementing private international law conventions; and current activities relating to private international law in various international and domestic organizations. We also intend to solicit proposals for new work in the PIL field. We encourage active participation by all those attending.

Documents on these subjects are available at <http://www.hcch.net>; <http://www.uncitral.org>; <http://www.unidroit.org>; <http://www.oas.org>, and <http://www.nccusl.org>. We may, by e-mail, supplement those with additional documents.

Please advise as early as possible if you plan to attend. The meeting is open to the public up to the capacity of the conference facility, and space will be reserved on a first come, first served basis. Persons who wish to have their views considered are encouraged, but not required, to submit written comments in advance. Those who are unable to attend are also encouraged to submit written views. Comments should be sent electronically to smeltzertk@state.gov. Those planning to attend should provide name, affiliation and contact information to Trisha Smeltzer at 202-776-8423 and Niesha Toms at 202-776-8420, or by e-mail to tomsnn@state.gov and smeltzertk@state.gov. You may also use those contacts to

obtain additional information. A member of the public needing reasonable accommodation should advise those same contacts not later than September 13th. Requests made after that date will be considered, but might not be able to be fulfilled.

Dated: August 4, 2011.

Keith Loken,

Assistant Legal Adviser, Office of Private International Law, Office of the Legal Adviser, Department of State.

[FR Doc. 2011-20970 Filed 8-16-11; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Application of California-Palomar Airlines, Inc.; D/B/A California Pacific Airlines for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 2011-8-15); Docket DOT-OST-2010-0126.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding California-Palomar Airlines, Inc. d/b/a California Pacific Airlines fit, willing, and able, and awarding to it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than August 24, 2011.

ADDRESSES: Objections and answers to objections should be filed in Docket DOT-OST-2010-0126 and addressed to U.S. Department of Transportation, Docket Operations, (M-30, Room W12-140), 1200 New Jersey Avenue, SE., West Building Ground Floor, Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT:

Damon D. Walker, Air Carrier Fitness Division (X-56, Room W86-465), U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590, (202) 366-7785.

Robert A. Letteney,

Deputy Assistant Secretary for Aviation and International Affairs.

[FR Doc. 2011-20948 Filed 8-16-11; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2011-37]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before September 6, 2011.

ADDRESSES: You may send comments identified by Docket Number FAA-2011-0125 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to

<http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Frances Shaver, ARM-200, (202) 267-4059, FAA, Office of Rulemaking, 800 Independence Ave., SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on August 12, 2011.

Dennis R. Pratte,

Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2011-0125.

Petitioner: Pennsylvania State Police.

Section of 14 CFR Affected: § 43.3.

Description of Relief Sought:

Pennsylvania State Police requests relief from § 43.3. If granted, would allow Pennsylvania State Police to remove and reinstall the Gyrocam camera on its Cessna 206H airplane, N193P, in the absence of a FAA licensed technician.

[FR Doc. 2011-21007 Filed 8-16-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Opportunity for Public Comment on Release of Federally Obligated Property at Hartsfield-Jackson Atlanta International Airport, College Park, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of Title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering a request from the City of Atlanta, Department of Aviation to waive the requirement that a 4.5-acre parcel of federally obligated property, located at the Hartsfield-Jackson Atlanta International Airport; be used for aeronautical purposes.

DATES: Comments must be received on or before September 16, 2011.

ADDRESSES: Comments on this notice may be mailed or delivered in triplicate to the FAA at the following address: Atlanta Airports District Office, Attn: Aimee A. McCormick, Program Manager, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must

be mailed or delivered to Louis Miller, Aviation General Manager at Hartsfield-Jackson Atlanta International Airport to the following address: City of Atlanta, Department of Aviation, P.O. Box 20509, College Park, GA 30320-2509.

FOR FURTHER INFORMATION CONTACT: Aimee McCormick, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7143. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the City of Atlanta, Department of Aviation to release 4.50 acres of federally obligated property at Hartsfield-Jackson Atlanta International Airport. The property will be released from federal obligation so that it may be purchased and developed for compatible land uses. The net proceeds from the sale of this property will be used for airport purposes. The proposed use of this property is compatible with airport operations.

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 request, notice and other documents germane to the request in person at the City of Atlanta, Department of Aviation:

Issued in Atlanta, Georgia, on August 10, 2011.

Scott L. Seritt,

Manager, Atlanta Airports, District Office Southern Region.

[FR Doc. 2011-20749 Filed 8-16-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Denial of Motor Vehicle Defect Petition

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

ACTION: Denial of motor vehicle defect petition.

SUMMARY: This document denies a March 2, 2010 petition from Fred and Susan Maynard of Williamsburg, Virginia, requesting that the agency open an investigation into the "air bag systems failure" that they experienced in their model year (MY) 2008 Toyota Corolla. After reviewing the petition and other information, NHTSA has concluded that further investigation of MY 2008 Toyota Corolla vehicles is unlikely to result in a determination

that a safety-related defect exists. The agency accordingly denies the petition.

FOR FURTHER INFORMATION CONTACT: Mr. Michael Lee, Vehicle Integrity Division, Office of Defects Investigation, NHTSA, 1200 New Jersey Avenue, SE., Washington, DC 20590. *Telephone:* (202) 366-5236.

SUPPLEMENTARY INFORMATION:

Alleged Problem

The petitioners allege that the frontal air bags in their Toyota Corolla failed to deploy during a crash into a deer, while the vehicle was traveling at 55 mph. The petitioners believe the vehicle is defective because the air bags did not deploy during the crash. As described by the petitioners, neither the driver nor the front passenger sustained a significant injury in the crash. It appears that the deer impacted the front left area of the vehicle, causing the hood and left front fender to be displaced rearward.¹ This resulted in deformation to the soft structural material (sheet metal) above the vehicle sub-frame.

Air Bag Deployments

There are a number of important aspects to vehicle design. One is the vehicle structure, including crush zones. Another is the vehicle's air bag system, which by design discriminates between crashes that warrant air bag deployment and those that do not. To do this, current air bag systems sense vehicle deceleration, defined as the change in vehicle speed over a given period of time, then through the use of a microprocessor makes a careful assessment of the deceleration.² Overall, the objective of the air bag system is to prevent injuries and deaths in crashes. In a minor crash, an air bag deployment may not be warranted, and in fact, may present an additional hazard to the occupants. Therefore, the system may not initiate air bag deployments in minor crashes.

Due to the very low mass of a deer relative to a Toyota Corolla and the fact that the impact occurred above the vehicle's sub-frame, it appears that in this case, the deer impact did not slow

¹ This is based on an assessment of the vehicle damage shown in a photograph provided by the petitioners.

² For each model of light vehicle, the decision of whether or not to deploy the front air bags is based on two deceleration thresholds; a lower threshold below which the air bags must not deploy, and a slightly higher threshold above which the air bags must deploy. This results in a narrow range of deceleration between the lower and upper thresholds where the air bags, by design, may or may not deploy. This range is carefully chosen by the vehicle manufacturer so as to meet all regulatory requirements as well as minimize occupant hazard due to air bag deployment.