DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 740, 742 and 774

[Docket No. 110825537–2038–02]

RIN 0694–AF38

Export and Reexport License Requirements for Certain Microwave and Millimeter Wave Electronic Components: Correction

AGENCY: Bureau of Industry and Security, Commerce.

ACTION: Final rule: Correction.

SUMMARY: This correction adds a compliance date of February 9, 2012, to a final rule published on January 9, 2012 (77 FR 1017). That final rule imposed a license requirement on exports and reexports to all destinations other than Canada of two types of microwave and millimeter wave electronic components. The two components are packaged high electron mobility transistors and packaged microwave ''monolithic integrated circuits'' power amplifiers that meet certain criteria with respect to frequency range, size and output power. BIS is publishing this correction to make sure exporters and reexporters have sufficient time to comply with the rule.

DATES: *Effective date:* January 24, 2012.

Compliance date: All exports and reexports on or after February 9, 2012, for which the rule published at 77 FR 1017, January 9, 2012, creates a new license requirement must be in compliance with the terms of that rule.

FOR FURTHER INFORMATION CONTACT: William Arvin, Regulatory Policy Division, Office of Exporter Services, (202) 482–2440, *william.arvin@bis.doc.gov*.

SUPPLEMENTARY INFORMATION: On January 9, 2012, BIS published a final rule imposing a license requirement on exports and reexports to all destinations other than Canada of two types of microwave and millimeter wave electronic components (77 FR 1017, January 9, 2012, FR Doc. 2012–135). The two components are packaged high electron mobility transistors (HEMT) and packaged microwave ''monolithic integrated circuits'' (MMIC) power amplifiers that meet certain criteria with respect to frequency range, size and output power. That rule was effective upon publication and did not provide for any delay in compliance. This correction adds a compliance date of February 9, 2012, to provide time for exporters and reexporters upon whom this rule imposes a new license requirement to apply for any necessary licenses. This correction makes no other changes to the rule.

Bernard Kritzer,

Director, Office of Exporter Services.

[FR Doc. 2012–1229 Filed 1–23–12; 8:45 am]

BILLING CODE 3510–33–P

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R03–OAR–2011–0605; FRL–9620–2]

Approval and Promulgation of Air Quality Implementation Plans; Pennsylvania; Clean Vehicles Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving a State Implementation Plan (SIP) revision submitted by the Commonwealth of Pennsylvania. This SIP revision contains Pennsylvania's Clean Vehicle Program, which adopts California's second generation low emission vehicle program for light-duty vehicles (LEV II). The Clean Air Act (CAA) contains specific authority allowing any state to adopt new motor vehicle emissions standards that are identical to California's standards in lieu of applicable Federal standards. Pennsylvania has adopted a Clean Vehicle Program that incorporates by reference provisions of California's LEV II rules and specifies a transition mechanism for compliance with these clean vehicle standards in Pennsylvania. EPA is approving this SIP revision, in accordance with the requirements of the CAA, which will help Pennsylvania to achieve and maintain attainment of the National Ambient Air Quality Standard (NAAQS) for ozone.

DATES: *Effective Date:* This final rule is effective on February 23, 2012.

ADDRESSES: EPA has established a docket for this action under Docket ID Number EPA–R03–OAR–2011–0605. All documents in the docket are listed in the *www.regulations.gov* Web site. Although listed in the electronic docket, some information is not publicly available, *i.e.,* confidential business information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically through *www.regulations.gov* or in hard copy for public inspection during normal business hours at the Air Protection Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. Copies of the State submittal are available at the Pennsylvania Department of Environmental Protection, Bureau of Air Quality Control, P.O. Box 8468, 400 Market Street, Harrisburg, Pennsylvania 17105.

FOR FURTHER INFORMATION CONTACT: Brian Rehn, (215) 814–2176, or by email at *rehn.brian@epa.gov*.

SUPPLEMENTARY INFORMATION:

I. Background

Throughout this document, whenever ''we,'' ''us,'' or ''our'' is used, we mean EPA. On November 4, 2011 (76 FR 68381), EPA published a notice of proposed rulemaking (NPR) for the Commonwealth of Pennsylvania. The NPR proposed approval of Pennsylvania's Clean Vehicle Program rule, in which the Commonwealth adopted California's Low Emission Vehicle Program (California LEV), under authority of section 177 of the CAA. The formal SIP Clean Vehicle SIP revision was submitted by Pennsylvania on May 31, 2007.

II. Summary of SIP Revision

Pennsylvania adopted its revised Clean Vehicles Program rule and published it as a final rule in December 9, 2006 edition of the *Pennsylvania Bulletin* (36 Pa.B. 7424). The Clean Vehicle Program rule was meant to formalize cessation of Pennsylvania's participation of the National Low Emission Vehicle (NLEV) program. The Commonwealth had participated in the NLEV program prior to implementation by EPA of its second general Federal motor vehicle emissions standards under the 1990 CAA (*i.e.,* Tier 2 standards). By model year 2006, Federal Tier 2 standards had superseded prior NLEV standards, except where states had adopted California emission standards as an alternative to Federal emission standards, under authority granted under section 177 of the CAA. Pennsylvania had adopted California LEV program as a ''backstop'' to its NLEV program, to take effect upon the expiration of the NLEV program. Pennsylvania's May 2007 Clean Vehicles SIP revision reiterated the Commonwealth's participation in the California LEV program, updated its incorporation by reference to include the most recent version of California's program, delayed the start date for the