

Authority No. 257 of April 15, 2003), I hereby determine that the objects to be included in the exhibition "Florence at the Dawn of Renaissance: Painting and Illumination," imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at The J. Paul Getty Museum in Los Angeles, California from on or about November 13, 2012 until on or about February 10, 2013, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact Ona M. Hahs, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6473). The mailing address is U.S. Department of State, SA-5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522-0505.

Dated: September 24, 2012.

J. Adam Erel,

Principal Deputy Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2012-23891 Filed 9-27-12; 8:45 am]

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TRADE REPRESENTATIVE

Promoting U.S. EC Regulatory Compatibility

AGENCY: Office of the United States Trade Representative.

ACTION: Request for comments from the Public.

SUMMARY: The U.S. Government and European Commission (EC) share the goal of reducing excessive regulatory costs, unjustified regulatory differences, and unnecessary red tape while respecting each other's right to protect public health, safety, welfare, and the environment. Promoting this goal will help businesses to grow, create jobs, and compete globally. Enhanced cooperation will also help the United States to achieve its regulatory objectives in a more effective and efficient manner. The United States and EC have agreed to solicit comments from the public on how to promote greater transatlantic regulatory compatibility generally. Concrete ideas on how greater compatibility could be achieved in a particular economic sector are also requested.

DATES: In order to ensure timely consideration, written comments should be submitted no later than October 31, 2012.

FOR FURTHER INFORMATION CONTACT: David Weiner, Deputy Assistant U.S. Trade Representative for Europe, (202) 395-9679, or Kate J. Kalutkiewicz, Director for European Affairs, (202) 395-9460, Office of the United States Trade Representative, 600 17th Street NW., Washington, DC 20508.

Background

Transatlantic trade and investment constitute the largest economic relationship in the world, a relationship that is vital to the strength of our economies. The United States and the European Union (EU) are committed to identifying new ways to strengthen this vibrant economic partnership. During their November 28, 2011 Summit meeting, U.S. and EU leaders established the High Level Working Group on Jobs and Growth and tasked it to identify policies and measures to increase trade and investment to support mutually beneficial job creation, economic growth, and competitiveness, working closely with public and private sector stakeholder groups, and drawing on existing dialogues and mechanisms, as appropriate. The challenges posed by efforts to improve regulatory cooperation between the EU and the United States should not be underestimated. But there are reasons to be optimistic. Significant progress has been made in the HLRCF and also recently in the Transatlantic Economic Council (TEC), where the EU and the United States cooperate on future regulations affecting new and innovative growth markets and technologies. As we continue in the High Level Working Group on Jobs and Growth to examine the possibility of negotiations on horizontal and sectoral regulatory issues, we seek to continue to make progress through the HLRCF and the TEC with the help of additional information from the public. Your detailed input will be useful when we define our priorities and explore next steps in the U.S.-EU High Level Regulatory Cooperation Forum (HLRCF) and contribute to the work of the U.S.-EU High Level Working Group on Jobs and Growth (HLWG). It will help us to identify both immediate and longer-term goals and mechanisms to accomplish them. We plan to explore these and other issues at a meeting in the fall involving EU and U.S. regulators, economic policy agencies, and stakeholders.

In that regard, the U.S. Government and EC invite your views on how to promote greater transatlantic regulatory compatibility generally. We also invite you to share your concrete ideas on how greater compatibility could be achieved in a particular economic sector by providing detailed information for that sector, including:

- Names of the relevant regulatory agencies in the EU and the United States;
- Citations to the relevant regulatory and/or statutory provisions for each jurisdiction (this is not meant to exclude potential cooperation in areas where neither jurisdiction has yet adopted such provisions);
- A description of the regulatory differences to be addressed (including any information on negative effects of these differences and on the entities or stakeholders affected by them);
- Possible solutions for bridging these differences (including both the substance of the solution—please be as specific as possible—and the proposed procedure for reaching it);
- Any steps that the EU and/or the United States should consider to address horizontal and/or sectoral differences between the two jurisdictions that may be impeding deeper regulatory compatibility in the sector—for example, differences with respect to technical regulations or in our respective approaches to standards; and
- An assessment of the effects of enhanced regulatory compatibility (quantified benefits and costs, if possible, or else qualitative descriptions), the likelihood of these effects occurring, and the time period over which they would occur.

We encourage trade association respondents, where possible, to submit views jointly with counterparts across the Atlantic.

Submissions: To facilitate expeditious handling, the public is strongly encouraged to submit documents electronically via <http://www.regulations.gov>, docket number USTR-2012-0028. Submissions should contain the term "U.S.-EU Regulatory Compatibility" in the "Type comment & Upload file:" field on <http://www.regulations.gov>. To find the docket, enter the docket number in the "Enter Keyword or ID" window at the <http://www.regulations.gov> home page and click "Search." The site will provide a search-results page listing all documents associated with this docket. Find a reference to this notice by selecting "Notices" under "Document Type" on the search-results page, and click on the link entitled "Submit a Comment." (For further information on

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]

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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]

BILLING CODE 4910-13-P

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),¹ on behalf of Mazda Motor Corporation of Hiroshima, Japan (Mazda),² 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

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

² Mazda Motor Corporation, is a Japanese company that manufactures motor vehicles.