

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.⁷

Cathy Ahn,

Deputy Secretary.

[FR Doc. 2011-9121 Filed 4-14-11; 8:45 am]

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OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

Fiscal Year 2011 Allocation of Additional Tariff-Rate Quota Volume for Raw Cane Sugar and Reallocation of Unused Fiscal Year 2011 Tariff-Rate Quota Volume for Raw Cane Sugar

AGENCY: Office of the United States Trade Representative.

ACTION: Notice.

SUMMARY: The Office of the United States Trade Representative (USTR) is providing notice of country-by-country allocations of additional Fiscal Year (FY) 2011 in-quota quantity of the tariff-rate quota (TRQ) for imported raw cane sugar and of country-by-country reallocations of the FY 2011 in-quota quantity of the tariff-rate quota for imported raw cane sugar.

DATES: Effective Date: April 15, 2011.

ADDRESSES: Inquiries may be mailed or delivered to Ann Heilman-Dahl, Director of Agricultural Affairs, Office of Agricultural Affairs, Office of the United States Trade Representative, 600 17th Street, NW., Washington, DC 20508.

FOR FURTHER INFORMATION CONTACT: Ann Heilman-Dahl, Office of Agricultural Affairs, 202-395-6127.

SUPPLEMENTARY INFORMATION: Pursuant to Additional U.S. Note 5 to Chapter 17 of the Harmonized Tariff Schedule of the United States (HTS), the United States maintains TRQs for imports of raw cane and refined sugar.

Section 404(d)(3) of the Uruguay Round Agreements Act (19 U.S.C. 3601(d)(3)) authorizes the President to allocate the in-quota quantity of a TRQ for any agricultural product among supplying countries or customs areas. The President delegated this authority to the United States Trade Representative under Presidential Proclamation 6763 (60 FR 1007).

On April 11, 2011, The Secretary of Agriculture announced an additional in-quota quantity of the TRQ for raw cane sugar for the remainder of FY 2011 (ending September 30, 2011) in the amount of 294,835 metric tons, raw value (MTRV). This quantity is in addition to the minimum amount to

which the United States has already committed to pursuant to the World Trade Organization (WTO) Uruguay Round Agreements (1,117,195 MTRV as announced by **Federal Register** notice on August 5, 2010). Finally, USTR has determined to reallocate 102,177 MTRV of the minimum amount of the original TRQ for raw cane sugar from countries that have stated they will be unable to fill previously allocated FY 2011 raw sugar TRQ quantities. USTR is allocating this total quantity of 397,012 MTRV to the following countries in the amounts specified below:

Country	Combined FY 2011 re-allocation and increase
Argentina	21,395
Australia	41,299
Belize	5,474
Bolivia	3,980
Brazil	72,148
Colombia	11,941
Costa Rica	7,463
Dominican Republic	20,000
Ecuador	5,474
El Salvador	12,937
Guatemala	23,884
Guyana	5,971
Honduras	5,000
India	3,980
Jamaica	5,000
Malawi	4,976
Mauritius	2,000
Mozambique	6,469
Nicaragua	10,449
Panama	14,430
Peru	20,400
Philippines	60,000
South Africa	11,444
Swaziland	7,961
Thailand	6,966
Zimbabwe	5,971

These allocations are based on the countries' historical shipments to the United States. The allocations of the raw cane sugar TRQ to countries that are net importers of sugar are conditioned on receipt of the appropriate verifications of origin and certificates for quota eligibility must accompany imports from any country for which an allocation has been provided.

Conversion factor: 1 metric ton = 1.10231125 short tons.

Ronald Kirk,

United States Trade Representative.

[FR Doc. 2011-9163 Filed 4-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending April 2, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT-OST-2011-0067.

Date Filed: March 28, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 18, 2011.

Description: Application of PrivaJet Ltd ("PrivaJet") requesting an exemption and a foreign air carrier permit permitting PrivaJet to conduct charter foreign air transportation of persons, property, and mail to the full extent authorized by the Air Transport Agreement between the United States and the European Community and the Member States of the European Community ("U.S.-E.U. Agreement"). PrivaJet requests authority to the extent necessary for it to engage in: (i) Charter foreign air transportation of persons, property, and mail between any point or points behind any Member State of the European Union via any point or points in any Member State and via intermediate points to any point or point in the United States or beyond; (ii) charter foreign air transportation of persons, property, and mail between any point or points in the United States and any point or points in any Member of the European Common Aviation Area; (iii) other charters pursuant to the prior approval requirements; and (iv) transportation authorized by any additional route rights that may be made available to European Union carriers in the future. PrivaJet also requests an exemption to the extent necessary to enable it to provide the service described above pending issuance of PrivaJet's foreign air carrier permit and

⁷ 17 CFR 200.30-3(a)(12).

such other relief as the Department may deem necessary or appropriate.

Docket Number: DOT-OST-2011-0068.

Date Filed: March 29, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 19, 2011.

Description: Application of American Eagle Airlines, Inc. requesting a certificate of public convenience and necessity authorizing scheduled foreign air transportation of person, property, and mail from a point or points in the United States, via intermediate points, to a point or points in any open skies country.

Docket Number: DOT-OST-2011-0073.

Date Filed: April 1, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 22, 2011.

Description: Application of Orange Air, LLC requesting a certificate of public convenience and necessity authorizing Orange Air to engage in interstate charter air transportation of persons, property and mail.

Docket Number: DOT-OST-2011-0074.

Date Filed: April 1, 2011.

Due Date for Answers, Conforming Applications, or Motion to Modify Scope: April 22, 2011.

Description: Application of Orange Air, LLC requesting a certificate of public convenience and necessity authorizing Orange Air to engage in foreign charter air transportation of persons, property, and mail between any place in the United States and any place outside thereof.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2011-9162 Filed 4-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Aviation Proceedings, Agreements Filed the Week Ending April 2, 2011

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Docket Number DOT-OST-2011-0069.

Date Filed March 30, 2011.

Parties Members of the International Air Transport Association.

Subject (a) TC23 between Middle East, Africa and TC3 (except South West Pacific) Flex Fares Resolutions, Geneva, 14-15 June 2010 (Memo 0449/0447), TC23 between Middle East, Africa and TC3 (except South West Pacific) Flex Fares, Geneva, 14-15 June 2010 (Memo 0454/0452), TC23 between Middle East, Africa and TC3 (except South West Pacific) Minutes (Memo 0450/0448).

(b) TC23 Middle East/Africa—TC3 (except South West Pacific) Flex Fare Resolution 111tt, Mail Vote 673 (Memo 0458/0454), Intended Effective Date: 1 April 2011.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. 2011-9164 Filed 4-14-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map; Louisville International Airport, Louisville, KY

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by Louisville Regional Airport Authority for Louisville International Airport under the provisions of 49 U.S.C. 47501 *et. seq* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is April 7, 2011.

FOR FURTHER INFORMATION CONTACT: Phillip J. Braden, Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, Tennessee 38118, 901-322-8181.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Louisville International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150, effective April 7, 2011. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable

regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing noncompatible uses and prevent the introduction of additional noncompatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Louisville Regional Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR part 150 includes: Figure 11, "Existing Condition 2011 Noise Exposure Map"; Figure 12, "Forecast Condition 2012 Noise Exposure Map"; Figure 4, "Existing 2011 North Flow Arrival and Departure Tracks"; Figure 5, "Existing 2011 South Flow Arrival and Departure Tracks"; Figure 6, "Forecast 2016 North Flow Arrival and Departure RNAV Tracks"; Figure 7, "Forecast 2016 South Flow Arrival and Departure RNAV Tracks"; Figure 8, "Military Arrival and Departure Tracks"; Figure 13, "Comparison of Existing 2011 and Forecast 2016 Noise Exposure Maps"; Table 4, "2011 Operations Summary"; Table 5, "Modeled Average Daily Aircraft Operations for 2011"; Table 6, "2016 Operations Summary"; Table 7, "Modeled Average Daily Aircraft Operations for 2016"; Table 9, "Overall Runway Use Percentages for 2011"; Table 10, "Modeled Average Daily Runway Use for 2011"; Table 14, "Overall Runway Use Percentages for 2016"; Table 15, "Modeled Average Daily Runway Use for 2016"; Table 21, "Military Helicopter Flight Tracks and Use"; Table 25, "Estimated Residential Population within 2011 and 2016 DNL Contours". The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 7, 2011.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the