

top and bottom of the cover page and each succeeding page; and

(3) Must provide a non-confidential summary of the information or advice.

Any comment containing confidential information must be submitted by fax. A non-confidential summary of the confidential information must be submitted to www.regulations.gov. The non-confidential summary will be placed in the docket and will be open to public inspection.

Pursuant to section 127(e) of the Uruguay Round Agreements Act (19 U.S.C. 3537(e)), USTR will maintain a docket on this dispute settlement proceeding, docket number USTR–2015–0001, accessible to the public at www.regulations.gov.

The public file will include non-confidential comments received by USTR from the public regarding the dispute. If a dispute settlement panel is convened, or in the event of an appeal from such a panel, the following documents will be made available to the public at www.ustr.gov: The United States' submissions, any non-confidential submissions received from other participants in the dispute, and any non-confidential summaries of submissions received from other participants in the dispute. In the event that a dispute settlement panel is convened, or in the event of an appeal from such a panel, the report of the panel, and, if applicable, the report of the Appellate Body, will also be available on the Web site of the World Trade Organization, at www.wto.org. Comments open to public inspection may be viewed at www.regulations.gov.

Juan Millan,

Assistant United States Trade Representative for Monitoring and Enforcement.

[FR Doc. 2015–01332 Filed 1–23–15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No: FAA–2011–0786]

Deadline for Notification of Intent to Use the Airport Improvement Program (AIP) Primary, Cargo, and Nonprimary Entitlement Funds for Fiscal Year 2015

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces May 1, 2015, as the deadline for each airport sponsor to notify the FAA whether or not it will use its fiscal year 2015

entitlement funds available under Section 47114 of Title 49, United States Code, to accomplish Airport Improvement Program (AIP)-eligible projects that the sponsor previously identified through the Airports Capital Improvement Plan (ACIP) process during the preceding year.

The sponsor's notification must address all entitlement funds apportioned for fiscal year 2015, as well as any entitlement funds not obligated from prior years. After Thursday, July 2, 2015, the FAA will carry over all remaining entitlement funds, and the funds will not be available again until at least the beginning of fiscal year 2016. This notification requirement does not apply to non-primary airports covered by the block-grant program.

FOR FURTHER INFORMATION CONTACT: Mr. Frank J. San Martin, Manager, Airports Financial Assistance Division, APP–500, on (202) 267–3831.

SUPPLEMENTARY INFORMATION: Title 49 of the United States Code, section 47105(f), provides that the sponsor of each airport to which funds are apportioned shall notify the Secretary by such time and in a form as prescribed by the Secretary, of the sponsor's intent to apply for its apportioned funds, also called entitlement funds. Therefore, the FAA is hereby notifying sponsors about steps required to ensure that the FAA has sufficient time to carryover and convert remaining entitlement funds, due to processes required under federal laws. This notice applies only to those airports that have had entitlement funds apportioned to them, except those nonprimary airports located in designated Block Grant States. Sponsors intending to apply for any of their available entitlement funds, including those unused from prior years, shall submit by 12 p.m. prevailing local time on Friday, May 1, 2015, a written indication to the designated Airports District Office (or Regional Office in regions without Airports District Offices) their intent to submit a grant application no later than close of business Thursday, July 2, 2015, to use their fiscal year 2015 entitlement funds available under Title 49 of the United States Code, section 47114. This notice must address all entitlement funds apportioned for fiscal year 2015 including those entitlement funds not obligated from prior years. By Friday, June 5, 2015, airport sponsors that have not yet submitted a final application to the FAA, should notify the FAA of any issues with meeting the final application deadline of Thursday July 2, 2015. Absent notification from the sponsor by the May 1 deadline and/or

subsequent notification by the June 5 deadline of any issues with meeting the application deadline, the FAA will proceed after Thursday, July 2, 2015 to take action to carry over all remaining entitlement funds without further notice. The funds will not be available again until at least the beginning of fiscal year 2016.

This notice is promulgated to expedite and facilitate the grant-making process.

The AIP grant program is operating under the requirements of Public Law 112–91, the “FAA Modernization and Reform Act of 2012,” enacted on February 14, 2012, which authorizes the FAA through September 30, 2015 and the “Consolidated and Further Continuing Appropriations Act, 2015” which appropriates FY 2015 funds for the AIP.

Issued in Washington, DC, on January 20, 2015.

Elliott Black,

Director, Office of Airport Planning and Programming.

[FR Doc. 2015–01318 Filed 1–23–15; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide recommendations regarding revision of the damage-tolerance and fatigue requirements of Title 14, Code of Federal Regulations (14 CFR), part 25, including subparts C and E of 14 CFR part 26, and development of associated advisory material for metallic, composite, and hybrid structures. Past changes to the damage-tolerance and fatigue airworthiness standards and advisory material have been more specific to transport airplanes constructed predominantly of metal, using skin-stringer-frame architecture. Today, the trend in industry is to use more composite and hybrid structures (*i.e.*, structure that includes a combination of composite and metallic parts and assemblies) to improve the performance of transport airplanes. As a result, the damage-tolerance and fatigue airworthiness standards and advisory