

at their offices at 1305 East-West Highway, Silver Spring, MD 20910.

The Instrument Procedures Group agenda will include briefings and discussions on recommendations regarding pilot procedures for instrument flight, as well as criteria, design, and developmental policy for instrument approach and departure procedures.

The Charting Group agenda will include briefings and discussions on recommendations regarding aeronautical charting specifications, flight information products, and new aeronautical charting and air traffic control initiatives. Attendance is open to the interested public, but will be limited to the space available.

The public must make arrangements by October 7, 2011, to present oral statements at the meeting. The public may present written statements and/or new agenda items to the committee by providing a copy to the person listed in the **FOR FURTHER INFORMATION CONTACT** section not later than October 7, 2011. Public statements will only be considered if time permits.

Issued in Washington, DC, on August 18, 2011.

John A. Moore,

Co-Chair, Aeronautical Charting Forum.

[FR Doc. 2011-21909 Filed 8-25-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Project Number GAI-0067-01 (004)]

Environmental Impact Statement: Hancock County, MS

AGENCY: Federal Highway Administration (FHWA), Department Of Transportation (DOT).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Hancock County, Mississippi. The project study area will extend a distance of approximately six (6) miles from Interstate 10 to the intersection of State Routes 43 and 603 in the vicinity of Kiln, Mississippi.

FOR FURTHER INFORMATION CONTACT: Mr. Claiborne Barnwell, Project Development Team Leader, Federal Highway Administration, 100 West Capitol Street, Suite 1062, Jackson, MS 39269, Telephone: (601) 965-4217. Contact at the State level is Ms. Kim Thurman, Environmental/Location

Division Administrator, Mississippi Department of Transportation, P.O. Box 1850, Jackson, MS 39215-1850, telephone: (601) 359-7920.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Mississippi Department of Transportation (MDOT), will prepare an Environmental Impact Statement (EIS) for the proposed widening and/or realignment of State Route 43/603 in Hancock County, Mississippi. The proposed improvements are intended to provide a safe and effective emergency evacuation route while alleviating high levels of congestion and travel delays presently being experienced. This project was initially started in 2008 as an Environmental Assessment. However, due to the complexity of the project and a high number of sensitive wetland and water issues, it was determined that an EIS was more appropriate. The initial terminus was evaluated between Interstate 10 near Kiln and Interstate 59 near Picayune, a distance of some 30-miles. In consideration of the immediate need and the available funding, the termini has been determined to extend between Interstate 10 south of Kiln and the intersection of State Route 43 and 603 north of Kiln, a distance of approximately 6-miles.

A Coordination Plan for Agency and Public Involvement will be developed in accordance with Public law 109-59, SAFETEA-LU, Title VI, Section 6002, Efficient Environmental Reviews for Project Decision Making, August 10, 2005, and will outline the process by which project information will be communicated to the lead, cooperating, participating, other agencies and organizations, and the public. This plan will also identify how input from agencies and the public will be solicited and considered. The coordination Plan is intended to be a flexible and fluid document and will be available at public and agency meetings for review. The purpose of the EIS is to address the transportation, environmental, and safety issues of such a transportation corridor. The proposed transportation project will be studied both for widening of the existing roadway and for the potential for new alignment in some areas and will provide a safer roadway and improve mobility for those traveling north from Interstate 10 to the intersection of state Routes 43 and 603. The proposed project will also specifically address traffic concerns in Kiln, Mississippi and how the existing congestion through the town can be best alleviated while preserving sensitive wetland resources. Alternatives under

consideration include (1) taking no action and (2) build alternatives.

The FHWA and MDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies, Native American Tribes, private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting with Federal, state, and local agencies, and other interested parties will be held in the near future. Public involvement meetings will be held during the EIS process. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

Dated: August 19, 2011.

Andrew H. Hughes,

Division Administrator, Mississippi, Federal Highway Administration, Jackson, Mississippi.

[FR Doc. 2011-21837 Filed 8-25-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Rescinding the Notice of Intent for an Environmental Impact Statement (EIS): Hancock and Pearl River Counties, MS

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Rescind Notice of Intent to prepare an EIS.

SUMMARY: This notice rescinds the Notice of Intent for preparing an Environmental Impact Statement (EIS) for proposed highway, State Route 603/43, to provide a connection between Interstate 10 south of Kiln and Interstate 59 in the City of Picayune, Hancock and Pearl River Counties, Mississippi. The original Notice of Intent for this EIS process was published in the **Federal Register** on October 26, 2009.

FOR FURTHER INFORMATION CONTACT: Claiborne Barnwell, Project Development Team Leader, Federal Highway Administration, Mississippi Division, 100 West Capitol Street, Suite

1026, Jackson, Mississippi 39269,
Telephone: (601) 965-4217 (e-mail:
claiborne.barnwell@dot.gov).

SUPPLEMENTARY INFORMATION:

Background

The Federal Highway Administration (FHWA) in cooperation with the Mississippi Department of Transportation (MDOT) initiated an Environmental Impact Statement (EIS) with a Notice of Intent October 26, 2009, to provide a connector road, to be built to interstate standards, between Interstate 10 and Interstate 59, a distance of approximately 30-miles.

Due to funding constraints the Notice of Intent is rescinded.

Andrew H. Hughes,

Division Administrator, Mississippi, Federal Highway Administration, Jackson, Mississippi.

[FR Doc. 2011-21746 Filed 8-25-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2011-0063; Notice 1]

Jaguar Land Rover North America, LLC, on Behalf of Jaguar Cars Limited, Receipt of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Receipt of Petition for Inconsequential Noncompliance.

SUMMARY: Jaguar Land Rover North America, LLC,¹ on behalf of Jaguar Cars Limited² (collectively referred to as "Jaguar") has determined that model year 2010 and certain 2011 Jaguar XJ passenger cars manufactured between September 11, 2009 and March 28, 2011, do not fully comply with paragraphs S5.2.1 and S5.5.2 of Federal Motor Vehicle Safety Standard (FMVSS) No. 101,³ *Controls and displays*. Jaguar has filed an appropriate report pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports* (dated April 15, 2011).

Pursuant to 49 U.S.C. 30118(d) and 30120(h) (see implementing rule at 49

CFR part 556), Jaguar has petitioned 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 Jaguar'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.

Affected are approximately 8621 model year 2010 and 2011 Jaguar XJ passenger cars that were manufactured at Jaguar's Castle Bromwich assembly plant between September 11, 2009 and March 28, 2011.

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 noncompliance and to remedy the defect or noncompliance. Therefore, these provisions only apply to the 8621⁴ model year 2011 Jaguar XJ passenger cars that Jaguar no longer controlled at the time it determined that the noncompliance existed.

Paragraphs S5.2.1 and S5.5.2 of FMVSS No. 101 require in pertinent part:

S5.2.1 Except for the Low Tire Pressure Telltale, each control, telltale and indicator that is listed in column 1 of Table 1 or Table 2 must be identified by the symbol specified for it in column 2 or the word or abbreviation specified for it in column 3 of Table 1 or Table 2. If a symbol is used, each symbol provided pursuant to this paragraph must be substantially similar in form to the symbol as it appears in Table 1 or Table 2. If a symbol is used, each symbol provided pursuant to this paragraph must have the proportional dimensional characteristics of the symbol as it appears in Table 1 or Table * * *

S5.5.2 The telltales for any brake system malfunction required by Table 1 to be red, air bag malfunction, low tire pressure, electronic stability control malfunction (as of September 1, 2011), passenger air bag off, high beam, turn signal, and seat belt must not be shown in the same common space.

⁴ Jaguar's petition, which was filed under 49 CFR part 556, requests an agency decision to exempt Jaguar as a vehicle manufacturer from the notification and recall responsibilities of 49 CFR part 573 for 8621 of the affected vehicles. However, the agency cannot relieve vehicle distributors and dealers of the prohibitions on the sale, offer for sale, introduction or delivery for introduction into interstate commerce of the noncompliant vehicles under their control after Jaguar notified them that the subject noncompliance existed. Those vehicles must be brought into conformance, exported, or destroyed.

Jaguar explains that the noncompliance is that the telltales used for Brake Warning, Park Brake Warning and Antilock Braking System (ABS) failure warnings are displayed using International Organization for Standardization (ISO) symbols instead of the telltale symbols required by FMVSS No. 101.

Jaguar stated its belief that although the instrument cluster telltales are marked with ISO symbols, the noncompliance is inconsequential to motor vehicle safety for the following reasons:

(1) The functionality of all primary braking systems is not affected by this noncompliance and the vehicle will operate as intended.

(2) The owner's manual shows clearly the ISO warning symbols that may be displayed along with the FMVSS No. 101 compliant equivalents. Further, the owner's manual instructions on required actions to take in the event of a warning being displayed are the same for each telltale regardless of it being marked with an ISO symbol or with it's FMVSS No. 101 compliant equivalent.

(3) The colors of the telltales adhere to a common color scheme and are consistent between ISO and FMVSS requirements. The Owner's manual provides the following guidance to the driver:

a. RED warning lamps are for primary warnings. A primary warning must be investigated immediately by the driver or seek qualified assistance as soon as possible.

b. AMBER warning lamps are for secondary warnings. Some indicate that a vehicle system is in operation, others indicate that the driver must take action and then seek qualified assistance as soon as possible.

(4) The driver will receive ISO symbol based warnings of any affected system malfunction. These warnings, although displaying telltales marked with ISO symbols, are augmented with a message center text providing further details as to the nature of the warning symbol:

a. If low brake fluid is detected or an Electronic Brakeforce Distribution (EBD) fault identified, the ISO Brake Warning Symbol and the words "Brake Fluid Low" or "EBD Fault" will be displayed in the message center.

b. If the park brake is applied, the ISO Parking Brake symbol will be displayed. If the vehicle is moving in excess of 1.8 mph, the message displayed in the message center is "Caution! Park Brake Applied" and a continuous chime will sound.

c. If an antilock brake system (ABS) malfunction is detected, the ISO ABS

¹ Jaguar Land Rover North America, LLC manufactures and imports motor vehicles and is registered under the laws of the state of New Jersey.

² Jaguar Cars Limited, manufactures motor vehicles and is organized under the laws of the United Kingdom.

³ NHTSA notes that the noncompliances identified by Jaguar in its petition are also noncompliances to identical requirements in FMVSS No. 135, *Hydraulic Brakes*.