compliance with the full-fare disclosure mandate of the Department's recent consumer rule, ''Enhancing Airline Consumer Protections'' (14 CFR 399.84, 76 FR 23110, 23166, Apr. 25, 2011). The rule requires that in all fare advertisements for passenger air transportation, a tour, or a tour component the fare published by the vendor must represent the full amount payable by the consumer. Based on a recent review by the Office of Aviation Enforcement and Proceedings (Enforcement Office), a number of Internet sites display fares in whole dollar amounts that represent a rounding down of the exact fare, while other sites state the exact fare or round up.

To comply with the requirements of our recently revised full-fare advertising rule, sellers of air transportation must in all fare displays state either the exact fare or round up to an amount greater than the exact fare. This will avoid stating a fare that is lower than its actual amount and may be particularly important in sites which rank fares and display fare alternatives by fare amount. The Enforcement Office views any failure to show either the exact fare or to round up to an amount greater than the exact fare to constitute an unfair and deceptive trade practice and unfair method of competition in violation of 49 U.S.C. 41712 as well as a violation of 14 CFR 399.84. Of course, sellers rounding up in their advertisements may sell the ticket at the exact fare when a purchase is made.

The Enforcement Office will allow vendors 60 days to revise their site displays, if necessary, prior to instituting enforcement action on the basis of a practice of rounding down fare amounts. These disclosure requirements extend to all vendors of air transportation. Questions regarding this notice may be addressed to the Office of Aviation Enforcement and Proceedings (C–70), 1200 New Jersey Avenue, SE., Washington, DC 20590.

An electronic version of this document is available at *http://www.regulations.gov.*

Dated: February 28, 2012.

Samuel Podberesky,

Assistant General Counsel for Aviation Enforcement and Proceedings.

[FR Doc. 2012–5217 Filed 3–2–12; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Best Equipped Best Served

AGENCY: Department of Transportation, Federal Aviation Administration.

ACTION: Notice of meeting.

SUMMARY: The FAA is conducting a public meeting to seek technical input on proposed operational incentive scenarios for possible implementation in the 2012–2014 timeframe. The discussion will be limited to technical and operational implications of these selected scenarios. The candidate proposals for discussion have been designed to deliver on the best equipped, best performing, best served concept for implementation in the 2012–2014 timeframe. The proposed scenarios target use of the following NextGen technologies: ADS–B Out and In and RNAV/RNP 0.3 with and without RF Legs. This meeting is focused on technical considerations; before implementation of any potential scenario the FAA would conduct the necessary reviews and opportunities for public notice and comment as appropriate.

FOR FURTHER INFORMATION CONTACT: Christopher Hillers, Office of Aviation Policy and Plans: Telephone (202) 267–3274: Email: *9-AWA-APO-Ops-Incentives@FAA.gov.*

SUPPLEMENTARY INFORMATION:

Background

FAA has been analyzing and developing operational incentives for several years with the purpose of implementing a best equipped, best performing, best served policy. Best equipped, best served (BE–BS) has also been widely discussed in various industry forums, including the recent recommendations that were made by the Future of Aviation Advisory Committee (FAAC) and NextGen Advisory Committee (NAC). FAA is seeking stakeholder input on the technical and operational feasibility of the proposed scenarios from an operator and airport perspective.

Meeting Information

Public meeting at FAA Headquarters (800 Independence Avenue SW., Washington, DC 20591) on March 13, 2012 from 8:30 a.m. to 12:30 p.m. The meeting will also be available to view on-line. Details of participation by Web cast can be found at *http://www.faa.gov/go/2012opsincentivesmeeting/.* RSVPs will be required in order to attend the meeting in person, and requested for participants intending to view the Web cast. RSVP by March 9 to: *9-AWA-APO-Ops-Incentives@FAA.gov.*

Descriptions of each of the operational scenarios for discussion at the March 13 meeting can be obtained at: *http://www.faa.gov/go/2012opsincentivesmeeting/.* FAA will accept clarifying questions about these proposals via email at *9-AWA-APO-Ops-Incentives@FAA.gov.* Clarifying questions submitted in advance of the March 13 meeting will be addressed at the meeting, if possible. Comments specifically addressing these proposed operational scenarios will be accepted through March 20 and should be submitted to: *9-AWA-APO-Ops-Incentives@FAA.gov.*

Issued in Washington, DC, on February 28, 2012.

Nan Shellabarger,

Director Office of Aviation Policy and Plans.

[FR Doc. 2012–5304 Filed 3–2–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of a Non-Aeronautical Land-Use Change Effecting the Quitclaim Deed and Federal Grant Assurance Obligations at Blythe Airport, Blythe, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of a Non-aeronautical land-use change.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application for a non-aeronautical land-use change for approximately 829 acres of airport property at Blythe Airport, Blythe, California, from the aeronautical use provisions of the Quitclaim Deed and Grant Agreement Assurances since the land is not needed for aeronautical purposes. The property will be leased for its fair market value and the rental proceeds deposited in the airport account for airport use. The reuse of the land for a solar farm represents a compatible land use that will not interfere with the airport or its operation, thereby protecting the interests of civil aviation and contributing to the self-sustainability of the airport.

DATES: Comments must be received on or before April 4, 2012.

FOR FURTHER INFORMATION CONTACT: Comments on the request may be mailed or delivered to the FAA at the following address: Tony Garcia, Airports

Compliance Program Manager, Federal Aviation Administration, Airports Division, **Federal Register** Comment, P.O. Box 92007, Los Angeles, CA 90009–2007. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Colby Cataldi, Assistant Director, Economic Development Agency/Aviation, 3403 10 Street, Suite 500, Riverside, CA 92501.

SUPPLEMENTARY INFORMATION: In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 10–181 (Apr. 5, 2000; 114 Stat. 61), this notice must be published in the **Federal Register** 30 days before the Secretary may waive any condition imposed on a federally obligated airport by surplus property conveyance deeds or grant agreements.

The following is a brief overview of the request:

Riverside County Economic Development Agency requested a modification of the conditions in the Quitclaim Deed and Grant Agreement Assurances to permit non-aeronautical use of approximately 829 acres of land at Blythe Airport. The subject property is located northeast of the airfield. The land is presently unused and undeveloped. The land will be redeveloped for a solar farm. Riverside County Economic Development Agency proposes to lease the property under the terms of a long-term lease for a solar farm since the land is not needed for aeronautical purposes. Reuse of the land for a solar farm will not impede future development of the airport, which has an abundance of land. The lease rate will be based on the appraised market value and the lease proceeds will be deposited in the airport account and used for airport purposes. The use of the property for a solar farm represents a compatible use. Construction and operations of the solar farm will not interfere with airport operations. The land will become revenue-producing property, which will enhance the self-sustainability of the airport and, thereby, serve the interests of civil aviation.

Issued in Hawthorne, California, on February 28, 2012.

Brian Armstrong,

Manager, Safety and Standards Branch, Airports Division, Western-Pacific Region.

[FR Doc. 2012–5299 Filed 3–2–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Underwater Locating Devices (Acoustic) (Self-Powered)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of revocation of Technical Standard Orders (TSO) C–121 and C–121a, Underwater Locating Devices (ULD).

SUMMARY: This is a confirmation notice for the planned revocation of all Technical Standard Order authorizations issued for the production of Underwater Locating Devices (Acoustic) (Self-Powered) manufactured to the TSO–C121 and TSO–C121a specifications. These actions are necessary because the planned issuance of TSO–C121b, Underwater Locating Devices (Acoustic) (Self-Powered), minimum performance standard (MPS) will increase the minimum operating life of Underwater Locating Devices from 30 days to 90 days.

FOR FURTHER INFORMATION CONTACT: Mr. Gregory Borsari, AIR–130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385–4578, fax (202) 385–4651, email to: *gregory.borsari@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

On August 23, 2011, the Federal Aviation Administration (FAA) published a Notice in the **Federal Register**, Volume 76, page 52734, announcing the planned revocation of TSO–C121 and TSO–C121a authorizations and requested comments. The FAA proposed revising TSO–C121a to invoke the new SAE standard AS8045A which improves ULD performance, including increasing the battery operating life from 30 days to 90 days. When TSO–C121b is published, the FAA proposed withdrawing TSO–C121 and TSO–C121a authorizations no later than March 1, 2014. All Underwater Locating Devices (Acoustic) (Self-Powered) equipment manufacturers seeking TSO authorization would then need to obtain a new authorization to manufacture in accordance with TSO–C121b.

Comments

The FAA received four comments in response to the August 23, 2011, **Federal Register** Notice. The first comment, by Boeing Commercial Airplanes (Boeing), stated that the effective date of the planned withdrawal, March 1, 2014, appeared to have been calculated to provide two years between the publication date of the new TSO (approximately March 2012) and the withdrawal of the TSO authorizations. In order to allow orderly compliance, however, Boeing stated that industry needs the FAA to ensure at least three full years will be provided. Boeing stated that three years is the minimal time required for affected industry to address technical, business, and certification aspects of a new underwater locating device (ULD) before the existing devices can no longer be manufactured. Boeing urged the FAA take into consideration the fact that there are multiple flight data recorder suppliers with varying procurement methods and contractual details that will be necessary to address. Additionally, Boeing noted that the new SAE performance standards referenced in proposed TSO–C121b include new testing requirements. Boeing commented that one ULD manufacturer has already indicated that its existing 90-day ULD will not meet the requirements of the new SAE specification called out in the TSO, and therefore, a complete re-design of the unit will be necessary. The FAA agrees with Boeing's comment. TSO–C121b was published on February 28, 2012 and as such we have changed the withdrawal date to March 1, 2015. Boeing also stated that the effect of the planned TSO revocation would be to eliminate the manufacture of ULDs based on an older SAE Aerospace Standard that calls for a 30-day life, and requires the use of only ULDs based on a newer SAE standard that calls for a 90-day life. While Boeing recognized the current 14 CFR part 25 design regulations applicable to ULDs specified in 14 CFR 25.1457(g)(3) do not require a specific battery life, Boeing noted that the associated 14 CFR part 121 operating rules states in § 121.359(c)(2)(iii), the aircraft have an ''approved'' underwater locating device. By revising the TSO to require different performance standards of the new SAE specification, Boeing argued that it appears the FAA may essentially be implementing a new operating requirement without rulemaking to precede it. Boeing asked the FAA to review this process and clarify the intent.

The FAA acknowledges this comment. The TSO process is one method to gain approval for an underwater locating device, but not the only method. The FAA notes that it is within its authority to revoke, or withdraw, previous TSO–C121 and