carrier by its corporate name and any
other name under which that service is
held out to the public.” (Section
257.5(b)) Written notice of code-share
service is also required where an
itinerary is issued. (Section 257.5(c)(1))
In printed advertisements, including
those published via a Web site, the
code-share relationship must be
“prominently” disclosed and an
abbreviated notice must be included in
any radio or television advertisement.
(For a recent enforcement interpretation
of this requirement, see Order 2010–7–
4, Delta Air Lines, Inc., and Northwest
Airlines, Inc., and Order 2009–7–4,
With regard to Web sites, we have, as
a matter of enforcement policy, not
pursued enforcement action in cases
where disclosure of an operating
carrier’s corporate name and other
pertinent names was provided through
rollover or hyperlinked displays. On the
other hand, we have pursued
enforcement action where neither such
disclosure nor direct disclosure of the
operating carrier’s name or names was
provided.

The amended language of section
41712 makes explicit that the disclosure
of code-share service, in the context of
Web site displays, must be included in
any schedule displayed in response to
an itinerary request by a consumer. To be
“easily visible,” the disclosure should
be on the same screen as the itinerary
and immediately adjacent to that
itinerary and to each alternative
itinerary, if applicable. Nothing in
section 41712(c) would permit code-
share disclosure to be made through a
hyperlink or rollover. Code-share
disclosure may be highlighted by an
asterisk or other mark, but should still
include appropriate text on the itinerary
display that is easily visible to a viewer,
identifying the operating carrier by its
corporate name. Because of this new
statutory provision, we intend to pursue
enforcement action in the future where
the only code-share disclosure is by
rollover or hyperlinked displays.

To avoid the initiation of enforcement
action in the future, air carriers, foreign
air carriers, and their ticket agents,
including independent Web site
vendors, are advised to promptly
modify their practices to conform to
these statutory disclosure requirements.
In view of the fact that Web site sellers
will need a period in which to modify
their Web site displays, the Aviation
Enforcement Office will not begin to
enforce the new statutory provision
until 60 days after the date of
publication of this notice. During the
intervening period, we will continue to
pursue enforcement action against sites
which fail, at a minimum, to provide
full disclosure of the operating carrier’s
required name or names through
hyperlinks or rollovers.

By this notice we are also reminding
air carriers of their general
responsibility regarding the advertising
practices of their agents and in
particular with respect to disclosure of
code-share service on the agents’ Web
sites. Based on our preliminary review,
it appears that most U.S. air carrier Web
sites already comply with section
41712(c), while many of their agents’
sites do not. Carriers are responsible for
the activities of their agents and must
ensure compliance with code-share
disclosure requirements by those agents,
or they could face enforcement action.

We are also taking this opportunity to
warn ticket agents, in particular global
distribution systems, which may be
assisting travel agents to establish
airline ticket sales Web sites, that they
should not be providing those agents
Web site software that is not in
compliance with the Department’s
advertising requirements, in general, or
code-share disclosure requirements, in
particular. Such actions that facilitate
violations of Department rules or
section 41712(c) may themselves violate
section 41712, and we will not hesitate to
institute enforcement action against
ticket agents in such situations, if
appropriate.

Questions regarding this notice may
be addressed to the Office of Aviation
Enforcement and Proceedings (C–70),
U.S. Department of Transportation, 1200
New Jersey Ave., SE., Washington, DC
20590.

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

Dated: January 10, 2011.

Samuel Podberesky,
Assistant General Counsel for Aviation
Enforcement and Proceedings.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Eighty-Fourth Meeting: RTCA Special
Committee 159: Global Positioning System
(GPS)

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of RTCA Special
Committee 159 meeting: Global
Positioning System (GPS).

SUMMARY: The FAA is issuing this
notice to advise the public of a meeting of
RTCA Special Committee 159: Global
Positioning System (GPS).

DATES: The meeting will be held
February 7–11, 2011, from 9 a.m. to 4:30
p.m. (unless stated otherwise).

ADDRESSES: The meeting will be
held at RTCA, Inc., 1828 L Street, NW.,
Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT:
RTCA Secretariat, 1828 L Street, NW.,
Suite 805, Washington, DC 20036;
telephone (202) 833–9339; fax (202) 833–9434;

SUPPLEMENTARY INFORMATION: Pursuant
to section 10(a)(2) of the Federal
Advisory Committee Act (Pub. L. 92–
463, 5 U.S.C., Appendix 2), notice is
hereby given for a Special Committee
159: Global Positioning System (GPS)
meeting. The agenda will include:

SPECIFIC WORKING GROUP
SESSIONS

Monday, February 7

• All Day, Working Group 2C, GPS/
Inertial, MacIntosh-NBAA Room and
Hilton-ATA Room

Tuesday, February 8

• All Day, Working Group 2, GPS/
WAAS, Colson Board Room

Wednesday, February 9

• All Day, Working Group 2, GPS/
WAAS, Colson Board Room

• All Day, Working Group 4, Precision
Landing Guidance (GPS/LAAS),
MacIntosh-NBAA Room and Hilton-
ATA Room

Thursday, February 10

• All Day, Working Group 4, Precision
Landing Guidance (GPS/LAAS),
MacIntosh-NBAA Room and Hilton-
ATA Room.

• Afternoon, Working Group 7, Antenna
(GPS Antenna), Colson Board Room

Friday, February 11, 9 a.m.

Plenary Session—See Agenda Below

Plenary Session—See Agenda Below

Agenda—Plenary Session—Agenda

Colson Board Room

• Chairman’s Introductory Remarks

• Approval of Summary of the 83rd
Meeting held October 29, 2010, RTCA
Paper No. 004–11/SC159–989

• Review Working Group (WG) Progress
and Identify Issues for Resolution

• GPS/3rd Civil Frequency (WG–1)

• GPS/WAAS (WG–2)

• GPS/GLONASS (WG–2A)

• GPS/Inertial (WG–2C)

• GPS/Precision Landing Guidance
(WG–4)

• GPS/Airport Surface Surveillance
(WG–5)

• GPS/Interference (WG–6)
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for San Diego International Airport, San Diego, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for San Diego International Airport under the provisions of 49 U.S.C. 47501 et seq. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 CFR part 150 by the San Diego County Regional Airport Authority, San Diego County, California. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for San Diego International Airport were in compliance with applicable requirements, effective November 10, 2009, 74 FR 66400–66401. The proposed noise compatibility program will be approved or disapproved on or before July 3, 2011.

DATES: Effective Date: The effective date of the start of FAA’s review of the noise compatibility program is January 5, 2011. The public comment period ends March 7, 2011.

FOR FURTHER INFORMATION CONTACT: Victor Globa, Federal Aviation Administration, Los Angeles Airports District Office, P.O. Box 92007, Los Angeles, California 90009–2007, Telephone: 310/725–3637. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for San Diego International Airport which will be approved or disapproved on or before July 3, 2011. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for San Diego International Airport, effective on June 22, 2010. The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before July 3, 2011.

The FAA’s detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration, Western-Pacific Region Office, Airports Division, Room 3012, 15000 Aviation Boulevard, Hawthorne, California 90261.

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public’s awareness of, and participation in, this aspect of FAA’s regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number involved and must be received on or before February 3, 2011.

ADDRESSES: You may send comments identified by Docket Number FAA–2010–1221 using any of the following methods:

• Government-wide rulemaking Web site: Go to http://www.regulations.gov and follow the instructions for sending your comments electronically.