

Oakland International Airport under the provisions of the 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (Title 14 CFR part 158).

On October 11, 2011, the FAA determined that the application to use PFC revenue submitted by the Port of Oakland was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 18, 2012.

The following is a brief overview of the use application No. 11-16-U-00-OAK:

Proposed charge effective date: April 1, 2021.

Proposed charge expiration date: May 1, 2023.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue: \$70,259,000.

Description of Proposed Project

Use PFC only: San Francisco Bay Area Rapid Transit District (BART) Airport Connector—The project will provide a direct people mover connection between the Coliseum BART station and Metropolitan Oakland International Airport.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3012, Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Port of Oakland.

Issued in Lawndale, California, on October 11, 2011.

Debbie Roth,

Deputy Manager, Airports Division, Western-Pacific Region.

[FR Doc. 2011-26792 Filed 10-14-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration (FAA)

Notice of Opportunity for Public Comment on Surplus Property Release at Laurinburg-Maxton Airport, Maxton, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: Under the provisions of title 49, U.S.C. Section 47153(c), notice is being given that the FAA is considering

a request from the Laurinburg-Maxton Airport Commission to waive the requirement that approximately 20.26 acres of airport property, located at the Laurinburg-Maxton Airport, be used for aeronautical purposes.

DATES: Comments must be received on or before November 16, 2011.

ADDRESSES: Comments on this notice May be mailed or delivered in triplicate to the FAA at the following address:

Atlanta Airports District Office, Attn: Rusty Nealis, Program Manager, 1701 Columbia Ave., Suite 2-260, Atlanta, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to JoAnn Gentry, Executive Director, Laurinburg-Maxton Airport Commission at the following address:

Laurinburg-Maxton Airport Commission, 16701 Airport Road, Maxton, NC 28364.

FOR FURTHER INFORMATION CONTACT:

Rusty Nealis, Program Manager, Atlanta Airports District Office, 1701 Columbia Ave., Campus Building, Suite 2-260, Atlanta, GA 30337-2747, (404) 305-7142. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA is reviewing a request by the Laurinburg-Maxton Airport Commission to release approximately 20.26 acres of airport property at the Laurinburg-Maxton Airport. The property consists of one parcel located north of S.R. 1434, Airport Road. This property is currently shown on the approved Airport Layout Plan as non-aeronautical use land and the proposed use of this property is compatible with airport operations. The City will ultimately sell the property for future industrial use with proceeds of the sale providing funding for future airport development.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any person may, upon request, inspect the request, notice and other documents germane to the request in person at the Laurinburg-Maxton Airport.

Issued in Atlanta, Georgia on October 6, 2011.

Larry F. Clark,

Assistant Manager, Atlanta Airports District Office Southern Region.

[FR Doc. 2011-26759 Filed 10-14-11; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Submission Deadline for Schedule Information for San Francisco International Airport for the Summer 2012 Scheduling Season

AGENCY: Department of Transportation, Federal Aviation Administration (FAA).

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces the designation of San Francisco International Airport (SFO) as a Level 2 airport under the International Air Transport Association (IATA) Worldwide Slot Guidelines (WSG) effective for the Summer 2012 scheduling season. The FAA has determined this designation is necessary based primarily on runway capacity, existing congestion and delays, and expected increased congestion due to a multi-year airport construction project. The FAA announces a deadline of October 20, 2011, for carriers to submit to the FAA schedule information for all planned operations at SFO between the hours of 0600 and 2259, Pacific time, (1300 and 0559 UTC). This deadline is a week later than the IATA deadline due to late notice of the Level 2 designation. The FAA will grant an additional short extension if a carrier requires additional time to complete its initial submission, provided that extension would not impede preparations for the IATA Schedules Conference in November 2011.

DATES: Schedules must be submitted no later than October 20, 2011.

ADDRESSES: Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; *facsimile:* 202-267-7277; or by e-mail to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT:

Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; *telephone number:* 202-267-7143; *fax number:* 202-267-7971; *e-mail:* rob.hawks@faa.gov.

SUPPLEMENTARY INFORMATION: IATA guidelines define a Level 2 airport as one where there is the potential for congestion during some periods of the day, week, or season, which can be resolved by voluntary cooperation between airlines. The FAA has determined that SFO should be designated as Level 2 based primarily on runway capacity, existing congestion