

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.

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## 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](mailto: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](mailto: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](mailto: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](mailto:9-AWA-APO-Ops-Incentives@FAA.gov).

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

**Nan Shellabarger,**

Director Office of Aviation Policy and Plans.

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## 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