

27, 2011. No public comments were received regarding the standards accepted by this NOA.

### Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA Web site.

### The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial certification of special light-sport aircraft until October 22, 2012. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After October 22, 2012, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after October 22, 2012:

ASTM Designation F2245–10c, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2352–09, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

ASTM Designation F2564–09, titled: Standard Specification for Design and Performance of a Light Sport Glider

### The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective April 23, 2012 and may be used unless the FAA publishes a specific notification otherwise:

ASTM Designation F2245–11, titled: Standard Specification for Design and Performance of a Light Sport Airplane.

ASTM Designation F2352–11, titled: Standard Specification for Design and Performance of Light Sport Gyroplane Aircraft.

ASTM Designation F2564–11, titled: Standard Specification for Design and Performance of a Light Sport Glider

ASTM Designation F2745–11, titled: Standard Specification for Required Product Information to be Provided with an Airplane.

ASTM Designation F2839–11, titled: Standard Practice for Compliance Audits to ASTM Standards on Light Sport Aircraft.

ASTM Designation F2840–11, titled: Standard Practice for Design and Manufacture of Electric Propulsion Units for Light Sport Aircraft.

### Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428–2959. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through [service@astm.org](mailto:service@astm.org) (email), or through the ASTM Web site at [www.astm.org](http://www.astm.org). To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Christine DeJong, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9736, [cdejong@astm.org](mailto:cdejong@astm.org).

Issued in Kansas City, Missouri, on February 22, 2012.

**John R. Colomy,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2012–9743 Filed 4–20–12; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Release From Federal Grant Assurance Obligations for Sacramento International Airport (SMF), Sacramento, CA

**AGENCY:** Federal Aviation Administration, US DOT.

**ACTION:** Notice of Request to Release Airport Land.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the

application for a release of two parcels of land comprising approximately 6.50 acres of airport property at the Sacramento International Airport, California. The County of Sacramento proposes to release the 6.50 acres for sale to the California's Reclamation District 1000 at fair market value. The two parcels of land are occupied in their entirety by a storm water drainage canal and pumping plant owned and operated by Reclamation District 1000 and do not serve any aviation purposes. The property serves as a regional drainage canal and pumping plant to support facilities for transporting storm water away from developed and undeveloped property, including part of the Sacramento International Airport in the southwest section of the Natomas Basin.

**DATES:** Comments must be received on or before May 23, 2012.

### FOR FURTHER INFORMATION CONTACT:

Comments on the request may be mailed or delivered to the FAA at the following address: Robert Y. Lee, Airports Compliance Specialist, Federal Aviation Administration, Airports Division, **Federal Register** Comment, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005. In addition, one copy of the comment submitted to the FAA must be mailed or delivered to Mr. Greg Rowe, Senior Environmental Analyst, County of Sacramento, 6900 Airport Boulevard, Sacramento, California 95837.

**SUPPLEMENTARY INFORMATION:** In accordance with the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21), Public Law 106–181 (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:

The County of Sacramento, California requested a release from grant assurance obligations for approximately 6.50 acres of land that is not contiguous to the airport and located southwest of the airport between the Sacramento River and Interstate Highway 5. The property was originally acquired as two separate parcels, one measuring 6.27 acres and the other 0.18 acres. The Federal Aviation Administration's Federal Aid to Airports Program, FAAP 9–04–130–6401, provided partial grant funding to acquire the property.

Due to the parcels' location and use, the property has no alternative airport use. The property was improved for flood control purpose and continues to serve that purpose. The larger parcel

contains a drainage canal and the smaller parcel has a pumping plant that pumps storm water and agricultural runoff into the Sacramento River. The property also serves as a cross canal between the West Drainage Canal and the Sacramento River. The area is zoned as "Permanent Agricultural Zone," in conformity with most of the surrounding area, which is farm land. Since the 1960's, the land has been used as a regional drainage canal and pumping plant. The location, size and dimensions of the two parcels are only suited as a drainage canal and open space. With no contemplated commercial use, the land's value is diminimus.

The release will allow the title of the two parcels to be transferred to the Reclamation District 1000 in exchange for storm water drainage channel clearance services. The value of these services will compensate the airport for the property's residual fair market value. The channel clearance service is likely more beneficial to the County Airport System than a diminimus payment. The release parcels will continue to be utilized for drainage purposes and will benefit the airport by increasing the airport's impervious surface runoff and drainage needs. Furthermore, it represents a compatible land use that will not interfere with the airport or its operation. Therefore, the release is a benefit to civil aviation.

Issued in Brisbane, California, on April 16, 2012.

**Arlene Draper,**

*Acting Manager, San Francisco Airports District Office, Western-Pacific Region.*

[FR Doc. 2012-9741 Filed 4-20-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance; Marshfield Municipal Airport, Marshfield, WI

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to authorize the release of 24.89 acres of the airport property at the Marshfield Municipal Airport, Marshfield WI. The WisDOT issued a Categorical Exclusion for the release on March 25, 2011.

The acreage being released is not needed for aeronautical use as currently identified on the Airport Layout Plan.

The acreage comprising of parcels 38 and 39 were originally acquired under Grant Nos. ADAP 7-55-0039-01. The City of Marshfield (Wisconsin), as airport owner, has concluded that the subject airport land is not needed for expansion of airport facilities. There are no impacts to the airport by allowing the airport to dispose of the property. The airport will receive the appraised fair market value of \$68,000 for the land in addition to Parcels 40 and 41 as identified on the Exhibit A Property Map. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the disposal of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before May 23, 2012.

**ADDRESSES:** Mr. Andrew J. Peek, Program Manager, Federal Aviation Administration, Airports District Office, 6020 28th Avenue South, Suite 102, Minneapolis, MN 55450-2706. Telephone Number (612) 253-4640/Fax Number (612) 253-4611. Documents reflecting this FAA action may be reviewed at this same location or at the Wisconsin Department of Transportation, 4802 Sheboygan Ave., Room 701, Madison, WI 53707.

**FOR FURTHER INFORMATION CONTACT:** Mr. Andrew J. Peek, Program Manager, Federal Aviation Administration, Airports District Office, 6020 28th Avenue South, Suite 102, Minneapolis, MN 55450-2706. Telephone Number (612) 253-4640/Fax Number (612) 253-4611. Documents reflecting this FAA action may be reviewed at this same location or at the Wisconsin Department of Transportation, 4802 Sheboygan Ave., Room 701, Madison, WI 53707.

**SUPPLEMENTARY INFORMATION:** Following is a legal description of the subject airport property to be released at Marshfield Municipal Airport in Marshfield, Wisconsin and described as follows:

*Parcel 38:* Outlot 1 of Wood County Certified Survey Map Number 9215, as

recorded in Volume 32 of the Certified Survey Maps of Wood County on Page 115 as Document Number 2010R11200, being a part of the Southwest quarter of the Southeast quarter of Section 18, Township 25 North, Range 3 East, in the City of Marshfield, Wood County, Wisconsin; and

*Parcel 39:* Lot 1 of Wood County Certified Survey Map Number 9215, as recorded in Volume 32 of the Certified Survey Maps of Wood County on Page 115 as Document Number 2010R11200, being part of the Northeast quarter of the fractional Southwest quarter of the fractional Southwest quarter of Section 18, Township 25 North, Range 3 East, in the City of Marshfield, Wood County, Wisconsin.

Said parcel subject to all easements, restrictions, and reservations of record.

Issued in Minneapolis, MN, on March 21, 2012.

**Steven J. Obenauer,**

*Manager, Minneapolis Airports District Office FAA, Great Lakes Region.*

[FR Doc. 2012-9678 Filed 4-20-12; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance Former Willmar Municipal Airport, Willmar, MN

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to authorize the release of 90 acres of airport property at the former Willmar Municipal Airport, Willmar, MN. The land will be used for an industrial park. The FAA issued a Categorical Exclusion on February 12, 2012.

The City of Willmar built a new airport in 2006, therefore the acreage being released is not needed for aeronautical use. The 90 acres are on the East side of the former Willmar Municipal Airport, more specifically East of County Road 5 and north of Willmar Avenue SW. The acreage was originally acquired with City of Willmar funds. There are no impacts to the airport by allowing the airport to dispose of the property. The fair market value of this land is \$1,700,000 and will be applied to the new Willmar Municipal Airport for operating and maintaining the airport and/or