

ACTION: Request for public comment.

SUMMARY: The Federal Aviation Administration is requesting public comment on the Bradford Regional Airport Authority's request to change 35.46 acres of airport property from aeronautical use to non-aeronautical use.

The parcel is located at Bradford Regional Airport (BFD) in Lafayette Township, McKean County, PA. The property is currently depicted on the Airport Layout Plan of record as airport property and consists mostly of wooded undeveloped land bound by State Highway Rt. 59 and the Airport Access Road. More specifically, the 35.46 Acre tract is positioned east of the airport access road and north of State Highway Rt. 59 at their intersection. The airport is proposing redesignating this area as available for non-aeronautical use. The requested change is for the anticipated purpose of permitting the Airport Owner to lease commercial space to tenants for commercial and light industrial development that is compatible with airport operations.

This action will allow the redesignation of the 35.46 area as land available for non-aeronautical use on the Airport Layout Plan (ALP). Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Bradford Airport Manager's office and the FAA Harrisburg Airport District Office.

DATES: Comments must be received on or before May 9, 2011.

ADDRESSES: Documents are available for review at the Airport Manager's office: Thomas C. Frungillo, Airport Director, Bradford Regional Airport, 212 Airport Drive, Lewis Run, PA 16738. 814-368-5928 and at the FAA Harrisburg Airports District Office: Oscar D. Sanchez, Program Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011. (717) 730-2830.

FOR FURTHER INFORMATION CONTACT: Oscar D. Sanchez, Program Manager, Harrisburg Airports District Office (location listed above).

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to re-designate current aeronautical property at the Bradford Regional Airport as available for non-aeronautical use under the provisions of Section 47125(a) of Title 49 U.S.C.

The following is a brief overview of the request:

The Bradford Regional Airport (BFD) has requested the designation of a 35.46 acre parcel located on airport property, in proximity to State Rt. 59 and east of

the Airport Access Road, as available for non-aeronautical development. This land was acquired by The City of Bradford and McKean County in October of 1941, as part of a 600 acre plot composed of properties acquired from Bingham Petroleum Co., Anna Gates, Mt. Jewett Catholic Church, South Penn Oil Co., Sylvania Corporation, Erie Railroad, F.W. Paul Estate and Byron W. Pierce. There are no known adverse impacts to the operation of the airport and the 35.46 acre parcel of land is not needed for future aeronautical development as indicated on the approved Bradford Airport Layout Plan (ALP). There is to be no sale or transfer of property rights in connection with this Airport Layout Plan change. Any proceeds from the lease of the future tenant space or other future non-aeronautical development, are to remain on the airport for capital development and to cover the operating costs of the Airport.

Any person may inspect the request by appointment at the FAA office address listed above.

Interested persons are invited to comment on the proposed change in use of the property. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, April 1, 2011.

Lori K. Pagnanelli,

Manager, Harrisburg Airports District Office.

[FR Doc. 2011-8267 Filed 4-6-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Meeting/Notice of Availability, Review, and Comment on Preliminary Alternatives for the Development of an Air Tour Management Plan for Hawaii Volcanoes National Park, HI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting, request for comments, and availability of preliminary alternatives, correction.

SUMMARY: This action corrects an error in the notice of public meeting, request for comments, and availability of preliminary alternatives published in the **Federal Register** on Tuesday, March 29, 2011, announcing the availability of preliminary air tour alternatives and announcing meetings hosted by the National Park Service, Hawaii Volcanoes National Park and the FAA's Air Tour Management Program. This

document corrects two Web sites for public comments.

DATES: Comment Period: Comments must be received on or before June 6, 2011.

Meetings: The meetings will be held at the following locations, dates, and times:

Volcano, Hawaii, Monday, April 18, 2011, 5:30-7:30 p.m., Hawai'i Volcanoes National Park, Kilauea Visitor Center, 1 Crater Rim Drive.

Pāhoa, Hawaii, Tuesday, April 19, 2011, 5-7 p.m., Pāhoa Community Center, 15-2910 Puna Rd.

Nā'ālehu, Hawaii, Wednesday, April 20, 2011, 5:00-7:00 p.m., Nā'ālehu Community Center, 95-5635 Mamalahoa Highway.

FOR FURTHER INFORMATION CONTACT: Ms. Vicki McCusker, National Park Service, Natural Resource Program Center, Natural Sounds and Night Skies Division, 1201 Oakridge Drive, Suite 100, Fort Collins, CO 80525; telephone: (970) 267-2117 or Mr. Larry Tonish, Federal Aviation Administration, Air Tour Management Program, AWP-1SP, 15000 Aviation Blvd., Hawthorne, CA 90250; telephone: (310) 725-3817.

SUPPLEMENTARY INFORMATION:

History

On Tuesday, March 29, 2011, a notice of public meeting, request for comments, and availability of preliminary alternatives was published in the Federal Register concerning proposed alternatives available to the public which contain routes and altitudes used by air tour operators when providing air tours of the Hawaii Volcanoes National Park. A couple of web sites for the public to submit comments were incorrect. This action provides the correct information.

Correction

1. In the Notice document FR Doc. 2011-7310, as published on March 29, 2011 (76 FR 17472) on page 17473 column one, at the end of the first full paragraph, make the following correction:

Remove the Web site <http://parkplanning.nps.gov/documentsAndLinks.cfm?projectID=29122> and in it's place add: <http://parkplanning.nps.gov/projectHome.cfm?projectID=36002>.

2. In the Notice document FR Doc. 2011-7310, as published on March 29, 2011 (76 FR 17472) on page 17473 column one, at the end of the fourth full paragraph, that begins with NPS Planning, Environment and Public Comment Web site, make the following correction:

Remove the Web site <http://parkplanning.nps.gov/documentsAndLinks.cfm?projectID=29122> and in its place add <http://parkplanning.nps.gov/projectHome.cfm?projectID=36002>.

Issued in Hawthorne, California on March 31, 2011.

Larry Tonish,

Program Manager, Air Tour Management Program.

[FR Doc. 2011-8282 Filed 4-6-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA-2011-0248]

Orders Limiting Scheduled Operations at John F. Kennedy International Airport, LaGuardia Airport, and Newark Liberty International Airport; High Density Rule at Reagan National Airport

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of FAA Decision on Request for Waiver of the Slot Usage Requirement.

SUMMARY: This action denies a request by the Air Transport Association of America (ATA) for a waiver of the requirements to use slots at Washington's Reagan National Airport (DCA) and Operating Authorizations (slots) at John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International Airport (EWR).

DATES: Effective upon publication.

FOR FURTHER INFORMATION CONTACT: Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-7143; e-mail: rob.hawks@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

By letter posted in Docket Number FAA-2011-0248 on March 15, 2011, ATA requested the FAA grant a limited waiver of the minimum slot usage requirements for DCA, JFK, EWR, and LGA for January 7 through 18, 2011, and January 26 through February 4, 2011, due to intense snowfalls in the northeastern and mid-Atlantic United States that seriously disrupted air carrier operations at those airports. In support of its request, ATA referenced a waiver granted by the FAA in February 2010 due to multiple

snowstorms that severely disrupted aviation and other modes of transportation.¹

ATA also stated the National Oceanic and Atmospheric Administration reported New York City and Newark, New Jersey, experienced the snowiest month of January on record. New York City recorded 36 inches of snow that month, surpassing the previous record of 27.4 inches; Newark recorded 37.4 inches, surpassing its previous January record of 31.6 inches. ATA highlights three major snowstorms in the regions occurring from January 9 through 13; from January 25 through 27, which also affected the D.C. metro area; and from February 1 through 3.

ATA asserts the effects of the weather events at DCA, JFK, EWR, and LGA were dramatic and lingering, disrupting operations during January and into early February. Twelve U.S. air carriers reported cancellations totaling 10,944 flights at the airports in the January 7 through 12, January 18, January 26 through 27, and February 1 through 4 periods. ATA also states that major snowstorms in the Midwest and New England further disrupted operations at DCA, JFK, EWR, and LGA because of network-wide weather disruptions and corresponding recovery programs.

By e-mail dated March 15, 2011, AirTran Airways stated its support for the ATA request for waiver.

FAA Analysis

Under the FAA's High Density Rule and Orders limiting scheduled operations at LGA, JFK, and EWR, slots must be used at least 80 percent of the time. These rules are expected to accommodate routine weather and other cancellations under all but the most unusual circumstances. Slots not meeting the minimum usage rules will be withdrawn or not receive historic precedence for the following scheduling season, depending on the airport.² The FAA may grant a waiver from the minimum usage requirements in highly unusual and unpredictable conditions that are beyond the control of the carrier and affect carrier operations for a period of five or more consecutive days. However, the FAA does not routinely grant general waivers to the usage requirements except under the most unusual circumstances.

The FAA is sympathetic to the disruptions created by winter weather. In February 2010, the FAA granted a general waiver because unusual

snowstorms closed slot-controlled airports for multiple days and also caused mass cancellations resulting from reduced airport capacity. FAA air traffic records for the 2011 snowstorms do not demonstrate the same magnitude of either airport closures or cancellations over an extended period. Although there were multiple snowstorms, operations do not appear to have been impacted for any period lasting five or more consecutive days as required by the rules, and there were at least several days of recovery between the snowstorms. Accordingly, the FAA has determined ATA's request is too broad and may afford a benefit to some carriers that did not experience actual hardships.

Moreover, in recent years, the FAA has noticed a pattern that indicates some carriers may be meeting the usage requirements without planning a scheduled flight for each allocated slot. By underutilizing allocated slots, and using a portion of the 20 percent allowable non-use of slots to cover planned cancellations or underscheduling, carriers have a reduced ability to meet the usage requirements when weather events force additional cancellations. The FAA intends allocated slots be used for actual operations because slots are scarce resources at each of these airports. Although existing rules do not require each slot to directly correspond to a scheduled flight, the FAA is not required to use its waiver authority to endorse underutilization of allocated slots.

Although the FAA has determined that a general waiver of the usage requirements is inappropriate, it acknowledges that nationwide weather during this period may have created a unique hardship for some carriers. To assess that hardship and determine whether relief is warranted, the FAA requests that affected carriers submit an individual request for limited waiver. The FAA will consider the periods of January 7 through February 4, 2011, but will make a waiver determination on an individual-day basis. A waiver request should indicate the individual days of significant cancellations, a detail of the allocated slots on those days, a detail of the scheduled flights for those days, and a detail of the flights cancelled due to weather on those days. A carrier should also identify the specific slot or slots for which it is requesting a waiver and the utilization of the slot(s) for the reporting period. The FAA acknowledges weather in carriers' non-slot-controlled hub airports may have forced additional cancellations because there were several unusual storms throughout the nation

¹ 75 FR 9017 (Feb. 26, 2010).

² 14 CFR 93.227 (DCA); 74 FR 51648 (Oct. 7, 2009) (EWR); 74 FR 51650 (Oct. 7, 2009) (JFK); 74 FR 51653 (Oct. 7, 2009) (LGA).