

from aeronautical to non-aeronautical use at the Bowling Green—Warren County Regional Airport, Bowling Green, Kentucky. The request consists approximately of 4.66 acres of fee simple release. This action is taken under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before September 22, 2011.

ADDRESSES: Documents are available for review at the Bowling Green—Warren County Regional Airport, 1000 Woodhurst Dr., Bowling Green, KY 42103 and the FAA Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118. Written comments on the Sponsor's request must be delivered or mailed to: Mr. Phillip J. Braden, Manager, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118.

In addition, a copy of any comments submitted to the FAA must be mailed or delivered to Mr. Rob Barnett, Airport Manager, Bowling Green—Warren County Regional Airport, 1000 Woodhurst Dr., Bowling Green, KY 42103.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy L. Dupree, Team Lead/Civil Engineer, Federal Aviation Administration, Memphis Airports District Office, 2862 Business Park Drive, Building G, Memphis, TN 38118. The application may be reviewed in person at this same location, by appointment.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the request to release property at the Bowling Green—Warren County Regional Airport, 1000 Woodhurst Dr., Bowling Green, KY 42103. Under the provisions of AIR 21 (49 U.S.C. 47107(h)(2)).

On August 11, 2011, the FAA determined that the request to release property at Bowling Green—Warren County Regional Airport meets the procedural requirements of the Federal Aviation Administration. The FAA may approve the request, in whole or in part, no later than *September 22, 2011*.

The following is a brief overview of the request:

The Bowling Green—Warren County Airport Authority is proposing the release of approximately 4.66 acres located at the northwest corner of Airway Court and Searcy Way and along the west side of Airway Court; and as contained in Parcels 052A-03-021 and 052A-03-037. The property address is

listed as 2325 Airway Court, Bowling Green, KY 42103. This release is for the sale of said property to KYCORE, LLC for commercial development.

Any person may inspect, by appointment, the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

Issued in Memphis, TN, on August 11, 2011.

Phillip J. Braden,

Manager, Memphis Airports District Office, Southern Region.

[FR Doc. 2011-21426 Filed 8-22-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Underwater Locating Devices (Acoustic) (Self-Powered)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of the planned revocation of the Technical Standard Order (TSO) authorizations (TSOA) for TSO-C121 and C121a, Underwater Locating Devices (ULD), and request for public comment.

SUMMARY: This notice announces the planned revocation of all Technical Standard Order authorizations (TSOA) issued for the production of Underwater Locating Devices (Acoustic) (Self-Powered) manufactured to the TSO-C121 and TSO-C121a specifications. These actions are necessary because the planned issuance of TSO-C121b, Underwater Locating Devices (Acoustic) (Self-Powered), with a minimum performance standard (MPS) that will increase the minimum operating life of Underwater Locating Devices from 30 days to 90 days.

DATES: Comments must be received on or before November 21, 2011.

FOR FURTHER INFORMATION CONTACT: Mr. Gregory Borsari, AIR-130, Federal Aviation Administration, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024. Telephone (202) 385-4578, fax (202) 385-4651, e-mail to: gregory.borsari@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

You are invited to comment on the revocation of the TSOAs granted for TSO-C121 and C121a, by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The

Director, Aircraft Certification Service, will consider all comments received on or before the closing date.

Background

On May 31, 2009, an Airbus A330-203 operated by Air France as flight number 447 (AF 447), bound for the Charles de Gaulle Airport, Paris, France, crashed into the Atlantic Ocean 2 hours and 10 minutes after taking off from Rio de Janeiro's, Galeão Airport. Search and rescue operations were conducted by the French and Brazilian authorities but the flight data recorder and cockpit voice recorder were not recovered until April 2011 during a fourth search and recovery effort.

The Bureau d'Enquêtes et d'Analyses pour la Sécurité de L'aviation Civile (BEA), which is the authority responsible for the investigation of the AF 447 accident, released a second interim report, dated December 17, 2009. The report includes safety recommendations to the European Aviation Safety Agency (EASA) and the International Civil Aviation Organization (ICAO), one of which is to "extend as rapidly as possible to 90 days the regulatory transmission time for underwater locator beacons installed on flight recorders on airplanes performing public transport flights over maritime areas." The FAA agrees with the BEA's recommendation, and via a letter dated January 28, 2010, requested that SAE International form an industry working group to revise the minimum performance standard (MPS), AS8045, Underwater Locating Devices (Acoustic) (Self-Powered), to increase the minimum operating life of Underwater Locating Devices (Acoustic) (Self-Powered), from 30 days to 90 days. SAE International published AS8045A, dated August 3, 2011. The FAA will revise TSO-C121a to invoke the new SAE standard. When TSO-C121b is published the FAA will withdraw TSO-C121 and TSO-C121a authorizations no later than March 1, 2014. All Underwater Locating Devices (Acoustic) (Self-Powered) equipment manufacturers seeking TSO authorization will need to obtain authorization to manufacture in accordance with TSO-C121b.

Issued in Washington, DC, on August 18, 2011.

Susan J.M. Cabler,

Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.

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