

## The Task

The EHWG is to review and assess the standards and advisory material for 14 CFR 33.87, engine endurance test requirements as follows:

1. Develop an alternate endurance test that would allow an engine to be tested in the configuration representative of its type design, and

a. Maintain compliance with the intent, as well as the basic elements currently in § 33.87, including the ratings, operating limitations, and engine configuration.

b. The alternate test is to be equivalent to the test currently in § 33.87 with regards to demonstrating engine operability and durability, and is validated with engine data. The engine data must include experience, certification, and additional component and engine tests.

2. Develop and document recommended:

a. Methods of compliance, and  
b. Rule changes, if considered necessary.

3. Review the current foreign requirements for engine endurance test and determine the need for harmonizing any new methodologies.

4. Provide initial qualitative and quantitative estimates of costs and benefits for any new methodologies.

5. Develop a report containing the recommendations for rulemaking or guidance material, or both, and explain the rationale and safety benefits for each proposed change.

6. The working group may be reinstated to assist the ARAC by responding to the FAA's questions or concerns after the recommendation report has been submitted.

The final ARAC recommendation report should include a summary of the overall work scope, conclusions, and rationale for all recommendations related to the above tasks. It should document both majority and minority positions on the findings, and the rationale for each position and reasons for any disagreement. Any disagreements should be documented, including the rationale for each position and the reasons for the disagreement.

## Schedule

The recommendation report must be submitted to the FAA for review and acceptance no later than December 31, 2015.

## Working Group Activity

The EHWG must comply with the procedures adopted by the ARAC. As part of the procedures, the working group must:

1. Conduct a review and analysis of the assigned tasks, including any related materials or documents.

2. Draft and submit a work plan for completion of the task, including the rationale supporting such a plan for TAE Subcommittee consideration.

3. Provide a status report at each TAE Subcommittee public meeting.

4. Draft and submit the recommendation report based on the review and analysis of the assigned tasks and any related materials or documents.

5. Present the recommendation at a TAE Subcommittee public meeting.

6. The TAE Subcommittee Chair will provide a status report at each ARAC public meeting and present the final recommendation to ARAC for review and approval. ARAC will forward the recommendation to the FAA.

## Participation in the Working Group

The EHWG will be composed of technical experts having an interest in the assigned task. A working group member does not need to be a member representative of the ARAC. The FAA would like a wide range of members on the working group to ensure all aspects of the tasks are considered in development of the recommendations. However, the June 18, 2010 memorandum, "*Lobbyists on Agency Boards and Commissions*," states that a member must not be a federally registered lobbyist who is subject to the registration and reporting requirements of the Lobbying Disclosure Act of 1995 (LDA) as amended, 2 U.S.C 1603, 1604, and 1605, at the time of appointment or reappointment to an advisory committee, and has not served in such a role for a two-year period prior to appointment. Therefore, the FAA will not select any person that is a registered lobbyist. For further information see the Office of Management and Budget final guidance on appointment of lobbyists to federal boards and commissions (76 FR 61756, October 5, 2011).

If you have expertise in the subject matter and wish to become a member of the working group, write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire. Describe your interest in the task and state the expertise you would bring to the working group. The FAA must receive all requests by February 11, 2014. The ARAC and the FAA will review the requests and advise you if they approve or disapprove your request.

If you are chosen as a member on the working group, you must represent your aviation community segment and actively participate in the working

group by attending all meetings and providing written comments when requested to do so. You must devote the resources necessary to support the working group in meeting any assigned deadlines. You must keep your management, and those you may represent, advised of the working group activities and decisions to ensure that the proposed technical solutions do not conflict with the position of those you represent when the proposed recommendations are presented to the subcommittee and ARAC for approval. Once the working group has begun deliberations, they will not add or substitute members without the approval of the TAE Subcommittee Chair, FAA Representatives, including the Designated Federal Officer, and the working group.

The Secretary of Transportation determined that the ARAC formation and use is necessary, and in the public interest, in connection with the performance of duties imposed on the FAA by law.

ARAC meetings are open to the public. Meetings held by the EHWG will not be open to the public, except to individuals selected to participate based on interest and expertise. We will make no public announcement of working group meetings.

Issued in Washington, DC, on January 8, 2014.

**Lirio Liu,**

*Designated Federal Officer, Aviation Rulemaking Advisory Committee.*

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**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Thirteenth Meeting: RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems—Small and Medium Size

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

**ACTION:** Meeting Notice of RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems—Small and Medium Size.

**SUMMARY:** The FAA is issuing this notice to advise the public of the fourteenth meeting of the RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems—Small and Medium Size

**DATES:** The meeting will be held Feb 4-6, 2014 from 9 a.m.-5 p.m.

**ADDRESSES:** On Oct 1st, the meeting will be held at the Boeing Facility, 95–82 Building, 1200 Wilson Boulevard, Arlington, VA 22209 and on Oct 2–3rd, the meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington DC 20036.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC, 20036, or by telephone at (202) 330–0662/(202) 833–9339, fax (202) 833–9434, or Web site at <http://www.rtca.org>. In addition, Jennifer Iversen may be contacted directly at email: [jiversen@rtca.org](mailto:jiversen@rtca.org).

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. No. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 225. The agenda will include the following:

#### Tuesday, February 4

- Introductions and administrative items.
- Review agenda.
- Review and approval of summary from last Plenary meeting.
- Li-ion Current Events.
- Update TOR.
- Create plan for updating DO–311A, including working group meetings.
- Adjourn to Working Group to review/revise DO–311A.
- Review action items.

#### Wednesday, February 5

- Review agenda, other actions.
- Adjourn to Working Group to review/revise DO–311A.
- Review action items.

#### Thursday, February 6

- Review agenda, other actions.
- Review schedule for upcoming Plenaries (as needed), working group meetings.
- Establish agenda for the next Plenary.
- Adjourn to Working Group to review/revise DO–311A.
- Review action items.
- Adjourn.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on January 15, 2014.

**Paige Williams,**

*Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.*

[FR Doc. 2014–01165 Filed 1–21–14; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Availability of Noise Compatibility Program for Chicago Rockford International Airport, Rockford, Illinois

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the Greater Rockford Airport Authority for the Chicago Rockford International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

**DATES:** This notice is effective January 22, 2014, and applicable January 13, 2014. The public comment period ends February 14, 2014.

**FOR FURTHER INFORMATION CONTACT:** Ms. Amy Hanson, Environmental Protection Specialist, CHI–603, Federal Aviation Administration, Chicago Airport District Office, 2300 East Devon Avenue, Des Plaines, IL 60018. Telephone number: 847–294–7354.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the updated noise exposure maps submitted for Chicago Rockford International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) part 150. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as “the Act”), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with

the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the updated noise exposure maps and accompanying documentation submitted by Greater Rockford Airport Authority. The documentation that constitutes the “noise exposure maps” as defined in § 150.7 includes: Exhibit NEM–1, Existing (2013) Noise Exposure Map; Exhibit NEM–2, Future (2018) Noise Exposure Map; Table 2, Distribution of Average Daily Operations by Aircraft Type Existing (2013) Conditions; Exhibit 2, INM Jet Departure Flight Tracks; Exhibit 3, INM Jet Arrival Flight Tracks; Exhibit 4, INM Prop Departure Flight Tracks; Exhibit 5, INM Prop Departure Flight Tracks; Exhibit 6, INM Touch-and-Go Flight Tracks; Exhibit 8, Existing (2013) Noise Exposure Contour Compared to (Previous) Future 2008 NEM/NCP (from 2003 Study); Exhibit 11, Existing (2013) Noise Exposure Contour compared to Future (2018) Noise Exposure Contour; Table 14, Population, Housing, and Noise-Sensitive Facilities Exposed to Various Noise Levels 2018 Noise Exposure; Table 15, Supplemental Grid Analysis Report-Existing (2013) NEM Compared to Future (2018) NEM, and; Exhibit F–1, Existing Noise-Sensitive Facilities and Historic Properties.

The FAA has determined that these updated noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 13, 2014. FAA’s determination on an airport operator’s noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of 14 CFR Part 150. Such determination does not constitute approval of the applicant’s data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve