

transportation. This growth has generated additional sources of revenue for commercial marina operators. However, the proliferation of these structures also has resulted in unanticipated uses of the reservoir system and has raised concerns about impacts to public health and safety, the environment, and public recreation.

#### Status of Floating Houses

In 1977, TVA amended its Section 26a regulations at 18 CFR part 1304 to prohibit all new nonnavigable houseboats except for those in existence before February 15, 1978. TVA developed the following criteria in its regulations to distinguish between navigable vessels and prohibited, nonnavigable houseboats:

1. Built on a boat hull or on two or more pontoons;
2. Equipped with a motor and rudder controls located at a point on the houseboat from which there is forward visibility over a 180-degree range;
3. Compliant with all applicable State and Federal requirements relating to vessels;
4. Registered as a vessel in the State of principal use; and
5. State registration numbers clearly displayed on the vessel.

In more recent years, however, several TVA reservoirs have experienced an accelerated growth in unpermitted new floating houses, which—like the nonnavigable houseboats addressed in 1977—are designed and used primarily for human habitation at a fixed location instead of recreational navigation and transportation. TVA estimates that approximately 1,900 fixed-location structures are floating on 13 TVA reservoirs. These structures are most prevalent on Norris and Fontana Reservoirs, with approximately 900 on Norris Reservoir and approximately 500 on Fontana Reservoir. While many owners may consider their structures to comply with the five criteria previously listed, the structures neither resemble nor have the performance characteristics of navigable boats. Rather, they appear to be designed and used primarily for human habitation and in bulk would function as and resemble floating subdivisions.

#### Proposed Issues To Be Addressed

TVA anticipates that the major issues it will examine in the EA or EIS will include water quality; sewage and waste water discharge; solid waste; electrical systems safety; structural integrity and safety; size of structures and visual impacts; use of public waters for private, habitable use; anchorage and mooring practices; mooring structures

outside approved marina harbor limits; violation of conditions in permits approved by TVA under Section 26a of the TVA Act and conditions and covenants in land use agreements and deeds; abandonment of derelict structures; socioeconomic impacts; and the suitability and effectiveness of current TVA standards, regulations, and policies. This list of issues is preliminary and is intended to facilitate public comment on the scope of the EA or EIS. TVA invites suggestions concerning the list of issues it should address.

#### Scoping Process

Scoping is integral to the NEPA process because it provides a forum to ensure that (1) issues are identified early and properly studied; (2) issues of little significance do not consume substantial time and effort; (3) the draft EA or EIS is thorough and balanced; and (4) delays caused by an inadequate NEPA review are avoided. With the help of the public, TVA will identify a future management strategy that can best encourage safe practices and minimize negative environmental and socioeconomic impacts. Management alternatives will be considered that may result in proposed rules or revisions to the current regulations to clarify definitions, set minimum standards for safety and environmental protection, and if appropriate, incorporate enforcement mechanisms for noncompliance.

TVA invites members of the public as well as Federal, state, and local agencies and Native American tribes to comment on the scope of the EA or EIS. Comments on the scope should be submitted no later than the date given under the **DATES** section of this notice. Any comments received, including names and addresses, will become part of the administrative record and will be available for public inspection.

Public meetings are scheduled to provide information about the review of floating houses, listen to stakeholders, discuss options, and determine the scope of potential issues. TVA will analyze issues raised during the scoping period and determine whether an EIS or EA is appropriate. A draft of the EA or EIS will be provided for public review and comment. TVA will notify the public of the availability of the draft EA or EIS, will solicit comments, and hold public meetings to address the review. TVA expects to release the draft EA or EIS in early 2015. The final EA or EIS along with the documentation of TVA's decision will also be issued in 2015.

**Authority:** 40 CFR 1501.7.

**Brenda E. Brickhouse,**

*Vice President, Environment.*

[FR Doc. 2014–09707 Filed 4–29–14; 8:45 am]

**BILLING CODE 8120–01–P**

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## OFFICE OF THE UNITED STATES TRADE REPRESENTATIVE

### Notice With Respect to List of Countries Denying Fair Market Opportunities for Government-Funded Airport Construction Projects

**AGENCY:** Office of the United States Trade Representative.

**ACTION:** Notice.

**SUMMARY:** Pursuant to section 533 of the Airport and Airway Improvement Act of 1982, as amended (49 U.S.C. 50104), the United States Trade Representative (USTR) has determined not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in foreign government-funded airport construction projects.

**DATES:** *Effective Date:* April 30, 2014.

**FOR FURTHER INFORMATION CONTACT:** Scott Pietan, International Procurement Negotiator, Office of the United States Trade Representative, (202) 395–9646, or Arthur Tsao, Assistant General Counsel, Office of the United States Trade Representative, (202) 395–6987.

**SUPPLEMENTARY INFORMATION:** Section 533 of the Airport and Airway Improvement Act of 1982, as amended by section 115 of the Airport and Airway Safety and Capacity Expansion Act of 1987, Public Law 100–223 (codified at 49 U.S.C. 50104) (“the Act”), requires the USTR to decide whether any foreign country has denied fair market opportunities to U.S. products, suppliers, or bidders in connection with airport construction projects of \$500,000 or more that are funded in whole or in part by the government of such country. The list of such countries must be published in the **Federal Register**. The Office of the U.S. Trade Representative has not received any complaints or other information that indicates that U.S. products, suppliers, or bidders are being denied fair market opportunities in such airport construction projects. As a consequence, for purposes of the Act, the USTR has decided not to list any countries as denying fair market opportunities for U.S. products, suppliers, or bidders in

foreign government-funded airport construction projects.

**Michael B.G. Froman,**

*United States Trade Representative.*

[FR Doc. 2014-09775 Filed 4-29-14; 8:45 am]

**BILLING CODE 3290-F4-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Availability of Draft Written Reevaluation for the Proposed West Aircraft Maintenance Area at Los Angeles International Airport, Los Angeles, Los Angeles County, CA

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

**ACTION:** Notice of availability of draft written reevaluation.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the Draft Written Reevaluation for a minor adjustment to a project evaluated in FAA's 2005 Final Environmental Impact Statement (FEIS) for the LAX Master Plan will be made available for public comment. The Draft Written Reevaluation has been prepared for the construction and operation of the proposed West Aircraft Maintenance Area (WAMA) west of Taxiway AA in the southwest quadrant of Los Angeles International Airport, Los Angeles, California. FAA is seeking comments on the Draft Written Reevaluation.

**FOR FURTHER INFORMATION CONTACT:** David B. Kessler, AICP, Regional Environmental Protection Specialist, AWP-610.1, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 310/725-3615. Comments on the draft Written Reevaluation should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Standard Time, Friday, May 30, 2014.

**SUPPLEMENTARY INFORMATION:** In December 2004, the Los Angeles City Council approved the Master Plan for Los Angeles International Airport (LAX). From this Master Plan, the City of Los Angeles, through its Airport Department—Los Angeles World Airports (LAWA), prepared an Airport Layout Plan (ALP). The ALP depicts the existing and planned future locations of runways, taxiways, aircraft parking aprons, terminal buildings and other associated facilities on the airport. At the time the ALP was prepared, the

LAWA's and Federal Aviation Administration's (FAA) focus was on airfield safety to reduce runway incursions. A minor component of the Master Plan included aircraft maintenance. The ALP depicts various existing hangar buildings to be demolished and aircraft maintenance to be consolidated into the southwest quadrant of the airport on the east side of a north/south taxiway called "Taxiway AA."

The FAA has prepared a Draft Written Reevaluation for a minor adjustment to a project evaluated in its 2005 Final Environmental Impact Statement (EIS) for the LAX Master Plan pursuant to the National Environmental Policy Act of 1969. LAWA proposes to adjust its LAX ALP to depict the proposed West Aircraft Maintenance Area (WAMA) on the west side of Taxiway AA rather than the east side as originally proposed in the 2005 Final EIS.

FAA is making the Draft Written Reevaluation available to the public and governmental agencies for review and comment. The Draft Written Reevaluation discusses the change in the location of the proposed WAMA project and briefly summarizes the potential environmental consequences of the LAWA's proposed change. The change in the proposed location of the West Employee Parking Facility is also discussed in the Draft Written Reevaluation. The anticipated impacts of the proposed WAMA project are compared to what was evaluated in the FAA's 2005 Final Environmental Impact Statement (EIS) and approved in the FAA's Record of Decision dated May 20, 2005. Further, LAWA is not proposing to implement the West Employee Parking Facility at this time.

FAA has prepared the Draft Written Reevaluation pursuant to FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. LAWA is seeking federal approval of the ALP for the proposed WAMA. FAA does not anticipate LAWA seeking federal funding assistance for the proposal.

Copies of the Draft Written Reevaluation are available for public review at the following locations during normal business hours: U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261.

The document is also available for public review at the following libraries and at the following Web site: [http://www.faa.gov/airports/western\\_pacific/environmental/](http://www.faa.gov/airports/western_pacific/environmental/).

[www.faa.gov/airports/western\\_pacific/environmental/](http://www.faa.gov/airports/western_pacific/environmental/).

Westchester-Loyola Village Branch Library—7114 W. Manchester Ave., Los Angeles, CA 90045.  
El Segundo Library—111 W. Mariposa Ave., El Segundo, CA 90245.  
Inglewood Library—101 W. Manchester Blvd., Inglewood, CA 90301.  
Culver City Library—4975 Overland Ave., Culver City, CA 90230.

The Draft Written Reevaluation will be available for public comment for 30 days. Written comments on the Draft Written Reevaluation should be submitted to the address above under the heading **FOR FURTHER INFORMATION CONTACT** and must be received no later than 5:00 p.m. Pacific Standard Time, Friday, May 30, 2014. FAA will consider all comments received when making a decision whether the requested ALP changes may be approved based on the Written Reevaluation or whether further environmental review for the proposed WAMA is required.

Before including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Issued in Hawthorne, California on April 16, 2014.

**Mark A. McClardy,**

*Manager, Airports Division, Western-Pacific Region, AWP-600.*

[FR Doc. 2014-09901 Filed 4-29-14; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Sixteenth 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 sixteenth meeting of the RTCA Special Committee 225, Rechargeable Lithium Battery and