

Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 227. The agenda will include the following:

### Tuesday, February 18th

- Welcome/Introductions/  
Administrative Remarks
- Chairs—Susan Taylor (Gulfstream) &  
Trish Ververs (Honeywell)
- Program Director—Jennifer Iversen  
(RTCA)
- Designated Federal Officer—Michelle  
Yeh (FAA)
- Secretary—Cathy Swider (FAA)
- All participants/members
- Agenda Overview—Susan Taylor &  
Trish Ververs
- RTCA Functional Overview—Jennifer  
Iversen
- Current Committee Scope, Terms of  
Reference Overview Presentation,  
Discussion, Recommendations
- Review of Notice 8110.98, *Addressing  
Human Factors/Pilot Interface  
Issues of Complex, Integrated  
Avionics as Part of the Technical  
Standard Order (TSO) Process*
- Review of *Human Factors  
Considerations in the Design and  
Evaluation of Flight Deck Displays  
and Controls, Version 1.0*
- Identify topic areas for deliverable
  - Assign group members
- Determine/request participation of  
other members/groups
- Establish/review major milestones  
and deliverables
- Organization of Work, Assign Tasks  
and Workgroups
  - Presentation, Discussion,  
Recommendations
  - Assignment of Responsibilities

### Wednesday February 19th

- Review Agenda, other actions
  - Working Groups meeting
  - Working Group report, review  
progress and actions
  - Other Business
  - Establish Agenda for Next Meeting
  - Date and Place of Next Meeting
- 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, 2015.

**Mohannad Dawoud,**

*Management Analyst, NextGen, Program  
Oversight and Administration, Federal  
Aviation Administration.*

[FR Doc. 2015–01025 Filed 1–21–15; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review San Antonio International Airport San Antonio, Texas

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by City of San Antonio Aviation Department for San Antonio 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. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for San Antonio International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before July 11, 2015. **DATES:** *Effective:* The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is January 12, 2015. The public comment period ends March 13, 2015.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, John MacFarlane, Environmental Specialist, ASW–652B, 2601 Meacham Boulevard, Fort Worth, Texas 76137. Telephone (817) 222–5681.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for San Antonio International Airport are in compliance with applicable requirements of Part 150, effective January 12, 2015. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 11, 2015. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., section 47503 (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 Federal Aviation Regulations (FAR) 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.

City of San Antonio Aviation Department submitted to the FAA on December 17, 2014 noise exposure maps, descriptions and other documentation that were produced during the Part 150 Noise Exposure Map Update and Noise Compatibility Program Revision for San Antonio International Airport, December 2014. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by City of San Antonio Aviation Department. The specific documentation determined to constitute the noise exposure maps includes: Figure 10—Existing (2014) NEM and Figure 11—Forecast (2019) NEM, Figure 3—Existing SAT Airport Layout, Figure 6—Representative Sample of Modeled Arrival Flight Tracks (2014 & 2019), Figure 7—Representative Sample of Modeled Departure Flight Tracks (2014 & 2019), Table 4—2014 Operations Summary, Table 5—Modeled Average Daily Aircraft Operations for 2014, Table 6—2019 Operations Summary, Table 7—Modeled Average Daily Aircraft Operations for 2019, Table 9—Modeled Average Daily Runway Use for 2014, Table 11—Modeled Average Daily Runway Use for 2019, and Table 13—

Estimated Residential Population within 2014 and 2019 DNL Contours. The FAA has determined that these maps for San Antonio International Airport are in compliance with applicable requirements. This determination is effective on January 12, 2015. 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 FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute 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 questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for San Antonio International Airport, also effective on January 12, 2015. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before July 11, 2015.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the

evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations: Federal Aviation Administration, Texas Airports Development Office, 2601 Meacham Boulevard, Fort Worth, Texas 76137

City of San Antonio Aviation Department, 9800 Airport Boulevard, San Antonio, Texas 78216

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Fort Worth, Texas (January 12, 2015).

**Ed Agnew,**

*Acting Manager, Airports Division.*

[FR Doc. 2015-01004 Filed 1-21-15; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at Eufaula Municipal Airport, Eufaula, Oklahoma, Correction

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

**ACTION:** Notice; correction.

**SUMMARY:** The FAA published a document in the **Federal Register** of December 5, 2014, concerning request for comments on the release of land at Eufaula Municipal Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21). The document contained the incorrect state.

**FOR FURTHER INFORMATION CONTACT:** Kathy Franklin, 817-222-5634

#### Correction

In the **Federal Register** of December 5, 2014, in FR Doc. 2014-28562, on page 1, in the Notice title, correct the Notice

title to read: Notice of Intent to Rule on Request to Release Airport Property at Eufaula Municipal Airport, EUFAULA, OKLAHOMA.

Dated: January 8, 2015,

**Edward N. Agnew,**

*Acting Manager, Airports Division, Southwest Region.*

[FR Doc. 2015-00996 Filed 1-21-15; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Supplemental Environmental Impact Statement: Henderson County, Illinois

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Supplemental Environmental Impact Statement (EIS) will be prepared for the proposed widening and reconstruction of US 34 in Henderson County, Illinois.

#### FOR FURTHER INFORMATION CONTACT:

Catherine A. Batey, Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Kensil A. Garnett, P.E. Acting Deputy Director of Highways, Region 3 Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, Illinois 61602, Phone: (309) 671-3333.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Illinois Department of Transportation (IDOT), will prepare a Supplemental EIS for the proposed widening and reconstruction of US 34 in Henderson County. The original EIS study limits were Carman Road (east of the Village of Gulfport) to the Village of Monmouth, Illinois, a total distance of approximately 24.8 miles, for which the Record of Decision was issued on August 18, 2003. The purpose of the project is to re-evaluate alternatives due to decertification of the Mississippi River levees in the portion near Gulfport. The anticipated project termini for this Supplemental EIS are from approximately one mile west of Carman Road to just east of TR 111 in Henderson County, a study area of approximately 8.2 miles.

The Supplemental EIS will evaluate alternatives including a No Action Alternative and various Build Alternatives. The Supplemental EIS will develop and evaluate a range of reasonable alternatives with an ultimate outcome of a single preferred alternative that addresses the type of facility to be