

the § 29.631 bird strike protection airworthiness standard in light of increases in bird weight and increased exposure to bird strikes for newly type certificated rotorcraft.

4. For transport category rotorcraft, specifically advise and make written recommendations on how the bird strike protection requirements in Task 3 should be made effective via § 29.2 for newly manufactured rotorcraft.

5. For normal and transport category rotorcraft, specifically advise and make written recommendations on incorporating rotorcraft bird strike protection improvements and standards into the existing rotorcraft fleet.

6. For Tasks 1 through 5, consider existing non-traditional bird strike protection technology, including the use of aircraft flight manual limitations (such as requiring airspeed limitations at lower altitudes), when making the recommendations. These considerations must include: An evaluation of the effectiveness of such technology, assumptions used as part of that evaluation, validation of those assumptions, and any procedures to be used for operation with the technology or with the aircraft limitations.

7. Based on the recommendations in Tasks 1 through 6, specifically advise and make written recommendations for the associated policy and guidance.

8. Based on the Rotorcraft Bird Strike Working Group recommendations, perform the following:

a. Estimate what the regulated parties would do differently as a result of the proposed recommendation and how much it would cost.

b. Estimate the safety improvements of future bird encounters from the proposed recommendations.

c. Estimate any other benefits (*e.g.*, reduced administrative burden) or costs that would result from implementation of the recommendations.

9. Develop a report containing recommendations on the findings and results of the tasks explained above. The report should document:

a. Both majority and dissenting positions on the findings and the rationale for each position.

b. Any disagreements, including the rationale for each position and the reasons for the disagreement.

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

Schedule

The recommendation report should be submitted to the FAA for review and acceptance no later than 18 months after

publication of this notice in the **Federal Register**.

Working Group Activity

The Rotorcraft Bird Strike Working Group must comply with the procedures adopted by the ARAC as follows:

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

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

3. Provide a status report at each ARAC meeting.

4. Draft and submit the recommendation report based on review and analysis of the assigned tasks.

5. Present the recommendation report at the ARAC meeting.

Participation in the Working Group

The Rotorcraft Bird Strike Working Group will be comprised of technical experts having an interest in the assigned task. A working group member need not be a member representative of the ARAC. The FAA would like a wide range of members (normal category rotorcraft manufacturers, transport category rotorcraft manufacturers, and rotorcraft operators from various segments of the industry such as oil and gas exploration, emergency medical services, and air tour operators) to ensure all aspects of the tasks are considered in development of the recommendations. The provisions of the August 13, 2014, Office of Management and Budget guidance, "Revised Guidance on Appointment of Lobbyists to Federal Advisory Committees, Boards, and Commissions" (79 FR 47482), continues the ban on registered lobbyists participating on Agency Boards and Commissions if participating in their "individual capacity." The revised guidance now allows registered lobbyists to participate on Agency Boards and Commissions in a "representative capacity" for the "express purpose of providing a committee with the views of a nongovernmental entity, a recognizable group of persons or nongovernmental entities (an industry, sector, labor unions, or environmental groups, etc.) or state or local government." (For further information, see Lobbying Disclosure Act of 1995 as amended, 2 U.S.C. 1603, 1604, and 1605.)

If you wish to become a member of the Rotorcraft Bird Strike Working Group, write 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 May 27, 2016. The ARAC and the FAA will review the requests and advise you whether or not your request is approved.

If you are chosen for membership in the working group, you must actively participate in the working group, attend all meetings, and provide written comments when requested. 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 working group activities and decisions to ensure the proposed technical solutions do not conflict with the position of those you represent. Once the working group has begun deliberations, members will not be added or substituted without the approval of the ARAC Chair, the FAA, including the Designated Federal Officer, and the Working Group Chair.

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

The ARAC meetings are open to the public. However, meetings of the Rotorcraft Bird Strike Working Group are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on April 19, 2016.

Lirio Liu,

Designated Federal Officer, Aviation Rulemaking Advisory Committee.

[FR Doc. 2016-09781 Filed 4-26-16; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2016-59]

Petition for Exemption; Summary of Petition Received; Bombardier Aerospace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the FAA's exemption process. Neither publication of this notice nor

the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before May 9, 2016.

ADDRESSES: Send comments identified by docket number FAA–2016–4198 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Deana Stedman, Federal Aviation Administration, ANM–113, 1601 Lind Avenue SW., Renton, WA 98057–3356, email deana.stedman@faa.gov, phone (425) 227–2148. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 15, 2016.

Dale Bouffiou,

Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2016–4198.

Petitioner: Bombardier Aerospace.

Section(s) of 14 CFR Affected: § 25.981(a)(3).

Description of Relief Sought: Bombardier Aerospace requests time-limited relief from the requirements of 14 CFR 25.981(a)(3) as it relates to the fuel boost pump design of the Model BD–500–1A10 and BD–500–1A11 airplanes. Relief would be for a period of 3 years after FAA type validation to incorporate necessary design changes into production.

[FR Doc. 2016–09775 Filed 4–26–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE–2016–55]

Petition for Exemption; Summary of Petition Received; Trumbull Unmanned LLC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public’s awareness of, and participation in, the FAA’s exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before May 17, 2016.

ADDRESSES: Send comments identified by docket number FAA–2014–0890 using any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking

process. DOT posts these comments, without edit, including any personal information the commenter provides, to <http://www.regulations.gov>, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>.

Docket: Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Dan Ngo, (202) 267–4264 800 Independence Avenue SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on April 21, 2016.

James M. Crotty,

Acting Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA–2014–0890.

Petitioner: Trumbull Unmanned LLC.

Section(s) of 14 CFR Affected: 61.113 (a) and (b); 91.109; 91.119 (c); 91.121; 91.151 (a); 91.405 (a); 91.407 (a) (1); 91.409 (a)(2); 91.417 (a) and (b).

Description of Relief Sought: The petitioner is requesting an amendment to Exemption No. 11146 for relief in order to operate UAS from a moving vehicle and to operate the Lockheed Martin Stalker XE UAS powered by a hybrid power system utilizing a solid oxide propane fuel cell.

[FR Doc. 2016–09780 Filed 4–26–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. 2016–58]

Petition for Exemption; Summary of Petition Received; Bombardier Aerospace

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Title 14 of the Code of Federal Regulations. The purpose of this notice is to improve the public’s awareness of, and participation in, the FAA’s exemption process. Neither publication of this notice nor