

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.

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

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 § 150.21 that the statutorily required consultation has been accomplished.

Copies of the full updated noise exposure map documentation and of the FAA's evaluation of the maps are available for examination, upon prior appointment during normal business hours, at the following locations:

Chicago Rockford International Airport, Greater Rockford Airport Authority, 60 Airport Drive, Rockford, Illinois 61109.

Federal Aviation Administration, Chicago Airports District Office, 2300 E. Devon, Suite 320, Des Plaines, IL 60018.

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

Issued in Des Plaines, IL, January 13, 2014.

James G. Keefer,

Manager, Chicago Airports District Office,
FAA Great Lakes Region.

[FR Doc. 2014-01060 Filed 1-21-14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. DOT-NHTSA-2013-0142]

Reports, Forms, and Recordkeeping Requirements

AGENCY: National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT).

ACTION: Notice and request for comments.

SUMMARY: The Department of Transportation invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The collection involves

labeling information from manufacturers of brake hoses, end fittings, and brake hose assemblies. The information to be collected will be used to and/or is necessary to satisfy the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 106, Brake Hoses. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995, Public Law 104-13.

DATES: Written comments should be submitted by March 24, 2014.

ADDRESSES: You may submit comments [identified by Docket No. DOT-NHTSA-2013-0142] through one of the following methods:

Federal eRulemaking Portal: <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Fax: 1-202-493-2251.

Mail or Hand Delivery: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Joshua Fikentscher, Office of Vehicle Safety Compliance (NVS-120), National Highway Traffic Safety Administration, West Building—4th Floor—Room W43-467, 1200 New Jersey Avenue SE., Washington, DC 20590. Mr. Fikentscher's phone number is (202) 366-1688.

Please identify the relevant collection of information by referring to its OMB Control Number.

SUPPLEMENTARY INFORMATION:

OMB Control Number: 2127-0052.

Title: Brake Hose Manufacturers Identification.

Form Numbers: None.

Type of Review: Extension of a currently approved information collection.

Background: 49 U.S.C. 30101 et seq., as amended ("the Safety Act"), authorizes NHTSA to issue FMVSSs. The Safety Act mandates that in issuing any FMVSSs, the agency is to consider whether the standard is reasonable and appropriate for the particular type of motor vehicle or item of motor vehicle equipment for which it is prescribed. Using this authority, FMVSS No. 106, Brake Hoses, was issued. This standard specifies labeling and performance requirements which apply to all manufacturers of brake hoses and brake hose end fittings, and to those who assemble brake hoses. Prior to assembling or selling brake hoses, these entities must register their identification marks with NHTSA to comply with the labeling requirements of this standard.

In accordance with the Paperwork Reduction Act, the agency must obtain OMB approval to continue collecting labeling information. Currently, there are 1,944 manufacturers of brake hoses and end fittings, and brake hose assemblers, registered with NHTSA. However, only approximately 20 respondents annually request to have their symbol added to or removed from the NHTSA database. To comply with this standard, each brake hose manufacturer or assembler must contact NHTSA and state that they want to be added to or removed from the NHTSA database of registered brake hose manufacturers. This action is usually initiated by the manufacturer with a brief written request via U.S. mail, facsimile, an email message, or a telephone call. Currently, a majority of the requests are received via U.S. mail and the follow-up paperwork is conducted via facsimile, U.S. mail, or electronic mail. The estimated cost for complying with this regulation is \$100 per hour. Therefore, the total annual cost is estimated to be \$3,000 (time burden of 30 hours x \$100 cost per hour).

Respondents: Business or other for profit.

Number of Respondents: 20.

Number of Responses: 20.

Total Annual Burden: 30 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including (a) Whether the proposed collection of information is necessary for the Department's performance; (b) the accuracy of the estimated burden; (c) ways for the Department to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

David Hines,

Director, Office of Crash Avoidance Standards.

[FR Doc. 2014-01147 Filed 1-21-14; 8:45 am]

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