

calculated margins of dumping through its application of an alternative, average-to-transaction comparison methodology and its alleged use of a methodology that Korea describes as “zeroing.” Korea alleges that the final LTFV determination and antidumping duty order, as well as “preliminary and final determinations in administrative reviews, new shipper reviews, sunset reviews, changed circumstances reviews, and other segments” are inconsistent with Articles 1, 2.1, 2.4, 2.4.2, 5.8, 9.3, 9.5, 11.2, and 11.3 of the Anti-Dumping Agreement, and Articles VI:1 and VI:2 of the General Agreement on Tariffs and Trade 1994.

Korea also challenges “as such” the Department of Commerce’s use of an alternative, average-to-transaction comparison methodology and its alleged use of a methodology that Korea describes as “zeroing.” Korea alleges that these methodologies are inconsistent, “as such,” with Articles 1, 2.1, 2.4, 2.4.2, 9.3, 9.5, 11.2, 11.3, and 18.4 of the Anti-Dumping Agreement, Articles VI:1 and VI:2 of the General Agreement on Tariffs and Trade 1994, and Article XVI:4 of the WTO Agreement.

Korea further alleges that the Department of Commerce improperly calculated countervailing duties with respect to certain tax credits received by one respondent. Korea alleges that the final countervailing duty determination and countervailing duty order, as well as “preliminary and final determinations in administrative reviews, new shipper reviews, sunset reviews, changed circumstances reviews, and other segments” are inconsistent with Articles 1.1, 1.2, 2.1, 2.2, 10, 14, 19.4, and 32.1 of the Agreement on Subsidies and Countervailing Measures, and with Article VI:3 of the General Agreement on Tariffs and Trade 1994.

Public Comment: Requirements for Submissions

Interested persons are invited to submit written comments concerning the issues raised in this dispute. Persons may submit public comments electronically to www.regulations.gov docket number USTR–2013–0031. If you are unable to provide submissions by www.regulations.gov, please contact Sandy McKinzy at (202) 395–9483 to arrange for an alternative method of transmission.

To submit comments via www.regulations.gov, enter docket number USTR–2013–0031 on the home page and click “search.” The site will provide a search-results page listing all documents associated with this docket.

Find a reference to this notice by selecting “Notice” under “Document Type” on the left side of the search-results page, and click on the link entitled “Comment Now!” (For further information on using the www.regulations.gov Web site, please consult the resources provided on the Web site by clicking on “How to Use This Site” on the left side of the home page.)

The www.regulations.gov Web site allows users to provide comments by filling in a “Type Comments” field, or by attaching a document using an “Upload File” field. It is expected that most comments will be provided in an attached document. If a document is attached, it is sufficient to type “See attached” in the “Type Comments” field.

A person requesting that information contained in a comment that he/she submitted be treated as confidential business information must certify that such information is business confidential and would not customarily be released to the public by the submitter. Confidential business information must be clearly designated as such and the submission must be marked “BUSINESS CONFIDENTIAL” at the top and bottom of the cover page and each succeeding page. Any comment containing business confidential information must be submitted by fax to Sandy McKinzy at (202) 395–3640. A non-confidential summary of the confidential information must be submitted to www.regulations.gov. The non-confidential summary will be placed in the docket and will be open to public inspection.

USTR may determine that information or advice contained in a comment submitted, other than business confidential information, is confidential in accordance with Section 135(g)(2) of the Trade Act of 1974 (19 U.S.C. 2155(g)(2)). If the submitter believes that information or advice may qualify as such, the submitter—

- (1) Must clearly so designate the information or advice;
- (2) Must clearly mark the material as “SUBMITTED IN CONFIDENCE” at the top and bottom of the cover page and each succeeding page; and
- (3) Must provide a non-confidential summary of the information or advice.

Any comment containing confidential information must be submitted by fax. A non-confidential summary of the confidential information must be submitted to www.regulations.gov. The non-confidential summary will be placed in the docket and will be open to public inspection.

Pursuant to section 127(e) of the Uruguay Round Agreements Act (19 U.S.C. 3537(e)), USTR will maintain a docket on this dispute settlement proceeding, docket number USTR–2013–0031, accessible to the public at www.regulations.gov.

The public file will include non-confidential comments received by USTR from the public regarding the dispute. The following documents will be made available to the public at www.ustr.gov: the United States’ submissions, any non-confidential submissions received from other participants in the dispute, and any non-confidential summaries of submissions received from other participants in the dispute. The report of the panel in this proceeding and, if applicable, the report of the Appellate Body, will be available on the Web site of the World Trade Organization, at www.wto.org. Comments open to public inspection may be viewed at www.regulations.gov.

Juan Millan,

Assistant United States Trade Representative for Monitoring and Enforcement.

[FR Doc. 2014–04236 Filed 2–26–14; 8:45 am]

BILLING CODE 3290–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Consensus Standards, Light-Sport Aircraft

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: This notice announces the availability of two new and eight revised consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule issued July 16, 2004, and effective September 1, 2004. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards with Federal Aviation Administration (FAA) participation. By this notice, the FAA finds the new and revised standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule.

DATES: Comments must be received on or before April 28, 2014.

ADDRESSES: Comments may be mailed to: Federal Aviation Administration, Small Airplane Directorate, Programs and Procedures Branch, ACE–114, Attention: Terry Chasteen, Room 301,

901 Locust, Kansas City, Missouri 64106. Comments may also be emailed to: *9-ACE-AVR-LSA-Comments@faa.gov*. All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

FOR FURTHER INFORMATION CONTACT:

Terry Chasteen, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; email: *terry.chasteen@faa.gov*.

SUPPLEMENTARY INFORMATION: This notice announces the availability of two new and eight revised consensus standards to previously accepted consensus standards relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed the new and revised standards. The FAA expects a suitable consensus standard to be reviewed at least every two years. The two-year review cycle will result in a standard revision or reapproval. A standard is issued under a fixed designation (i.e., F2244); the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A reapproval indicates a two-year review cycle completed with no technical changes. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval. A notice of availability (NOA) will only be issued for new or revised standards. Reapproved standards issued with no technical changes or standards issued with editorial changes only (i.e., superscript epsilon (ε)) are considered accepted by the FAA without need for a NOA.

Comments Invited: Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

Background: Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities", dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

Comments on Previous Notices of Availability

In the Notice of Availability (NOA) issued on May 31, 2013, and published in the **Federal Register** on June 11, 2013 the FAA asked for public comments on the new and revised consensus standards accepted by that NOA. The comment period closed on August 12, 2013. No public comments were received regarding the standards accepted by this NOA.

Consensus Standards in This Notice of Availability

The FAA has reviewed the standards presented in this NOA for compliance with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards on the FAA Web site.

The Revised Consensus Standard and Effective Period of Use

The following previously accepted consensus standards have been revised, and this NOA is accepting the later revision. Either the previous revision or the later revision may be used for the initial certification of special light-sport

aircraft until August 27, 2014. This overlapping period of time will allow aircraft that have started the initial certification process using the previous revision level to complete that process. After August 27, 2014, manufacturers must use the later revision and must identify the later revision in the Statement of Compliance for initial certification of special light-sport aircraft unless the FAA publishes a specific notification otherwise. The following Consensus Standards may not be used after August 27, 2014:

- ASTM Designation F2240-08, titled: Standard Specification for Manufacturer Quality Assurance Program for Powered Parachute Aircraft
- ASTM Designation F2241-05a, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation F2244-10, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation F2245-12d, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation F2279-06, titled: Standard Practice for Quality Assurance in the Manufacture of Fixed Wing Light Sport Aircraft
- ASTM Designation F2353-05, titled: Standard Specification for Manufacturer Quality Assurance Program for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation F2355-12, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation F2426-05a, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation F2448-04, titled: Standard Practice for Manufacturer Quality Assurance System for Weight-Shift-Control Aircraft
- ASTM Designation F2449-09, titled: Standard Specification for Manufacturer Quality Assurance Program for Light Sport Gyroplane Aircraft
- ASTM Designation F2506-10,¹ titled: Standard Specification for Design and Testing of Fixed-Pitch or Ground Adjustable Light Sport Aircraft Propellers
- ASTM Designation F2564-11, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation F2930-12, titled: Standard Guide for Compliance with Light Sport Aircraft Standards

The Consensus Standards

The FAA finds the following new and revised consensus standards acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule. The following consensus standards become effective February 27, 2014 and may be used unless the FAA publishes a specific notification otherwise:

- ASTM Designation F2241–13, titled: Standard Specification for Continued Airworthiness System for Powered Parachute Aircraft
- ASTM Designation F2244–13, titled: Standard Specification for Design of Powered Parachute Aircraft
- ASTM Designation F2245–13b, titled: Standard Specification for Design and Performance of a Light Sport Airplane
- ASTM Designation F2355–13, titled: Standard Specification for Design and Performance Requirements for Lighter-Than-Air Light Sport Aircraft
- ASTM Designation F2426–13, titled: Standard Guide on Wing Interface Documentation for Powered Parachute Aircraft
- ASTM Designation F2506–13, titled: Standard Specification for Design and Testing of Light Sport Aircraft Propellers
- ASTM Designation F2564–13, titled: Standard Specification for Design and Performance of a Light Sport Glider
- ASTM Designation F2930–13, titled: Standard Guide for Compliance with Light Sport Aircraft Standards
- ASTM Designation F2972–12, titled: Standard Specification for Light Sport Aircraft Manufacturer's Quality Assurance System
- ASTM Designation F3035–13, titled: Standard Practice for Production Acceptance in the Manufacture of a Fixed Wing Light Sport Aircraft

Availability

These consensus standards are copyrighted by ASTM International, 100 Barr Harbor Drive, P.O. Box C700, West Conshohocken, PA 19428–2959. Individual reprints of a standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832–9585 (phone), (610) 832–9555 (fax), through service@astm.org (email), or through the ASTM Web site at www.astm.org. To inquire about standard content and/or membership or about ASTM International Offices abroad, contact Christine DeJong, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832–9736, cdejong@astm.org.

Issued in Kansas City, Missouri, on February 21, 2014.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014–04321 Filed 2–26–14; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Government/Industry Aeronautical Charting Forum Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces the bi-annual meeting of the Federal Aviation Administration (FAA) Aeronautical Charting Forum (ACF) to discuss informational content and design of aeronautical charts and related products, as well as instrument flight procedures development policy and design criteria.

DATES: The ACF is separated into two distinct groups. The Instrument Procedures Group (IPG) will meet April 29, 2014 from 8:30 a.m. to 5:00 p.m. The Charting Group will meet April 30 and May 1, 2014 from 8:30 a.m. to 5:00 p.m.

ADDRESSES: The meeting will be hosted by MITRE at 7517 Colshire Drive, Conference Center, McLean, VA 22102.

FOR FURTHER INFORMATION CONTACT: For information relating to the Instrument Procedures Group, contact Thomas E. Schneider, FAA, Flight Procedures Standards Branch, AFS–420, 6500 South MacArthur Blvd., P.O. Box 25082, Oklahoma City, OK 73125; telephone: (405) 954–5852; Email: thomas.e.schneider@faa.gov.

For information relating to the Charting Group, contact Valerie S. Watson, FAA, National Aeronautical Navigation Products (AeroNav Products), Quality Assurance & Standards, AJV–3B, 1305 East-West Highway, SSMC4, Station 3409, Silver Spring, MD 20910; telephone: (301) 427–5155; Email: valerie.s.watson@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to § 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463; 5 U.S.C. App. II), notice is hereby given of a meeting of the FAA Aeronautical Charting Forum to be held from April 29 through May 1, 2014, from 8:30 a.m. to 5:00 p.m. at MITRE, at their Conference Center at 7517 Colshire Drive, McLean, VA 22102.

The Instrument Procedures Group agenda will include briefings and

discussions on recommendations regarding pilot procedures for instrument flight, as well as criteria, design, and developmental policy for instrument approach and departure procedures.

The Charting Group agenda will include briefings and discussions on recommendations regarding aeronautical charting specifications, flight information products, and new aeronautical charting and air traffic control initiatives. Attendance is open to the interested public, but will be limited to the space available.

Please note the following special security requirements for access to MITRE. A picture I.D. is required of all U.S. citizens. Personnel with a U.S. Government badge (FAA, DOT, etc.) will be issued a “Non-Escort” badge. All other personnel will be issued an “Escort Required” badge.

All Non-U.S. citizen participants are required to have a passport. Additionally, no later than April 15, 2014, ALL non-U.S. national attendees must provide their name, country of citizenship, company/organization representing, and country of the company/organization to: Al Herndon, MITRE, at aherndon@mitre.org. Foreign nationals who do not provide the required information will not be allowed entrance—NO EXCEPTIONS.

The public must make arrangements by April 8, 2014, to present oral statements at the meeting. The public may present written statements and/or new agenda items to the committee by providing a copy to the person listed in the **FOR FURTHER INFORMATION** section not later than April 8, 2014. Public statements will only be considered if time permits.

Issued in Washington, DC, on February 18, 2014.

Valerie S. Watson,

Co-Chair, Aeronautical Charting Forum.

[FR Doc. 2014–04309 Filed 2–26–14; 8:45 am]

BILLING CODE 4910–13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2014–0007]

Agency Information Collection Activities: Request for Comments for a New Information Collection

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In compliance with the Paperwork Reduction Act (PRA) of 1995