

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****First Meeting: RTCA Special Committee 231, Special Committee 231 TAWS-GPWS**

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

**ACTION:** Meeting Notice of RTCA Special Committee 231, TAWS-GPWS.

**SUMMARY:** The FAA is issuing this notice to advise the public of the first meeting of the RTCA Special Committee 231, TAWS-GPWS.

**DATES:** The meeting will be held May 28–29, 2014 from 9:00 a.m.–5:00 p.m.

**ADDRESSES:** The meeting will be held at RTCA Headquarters, RTCA, Inc., 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) 330-0652/(202) 833-9339, fax at (202) 833-9434, or Web site at <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a) (2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 213. The agenda will include the following:

**May 28**

- Welcome
- Administrative Remarks
- Agenda Review
- Introductions
- RTCA Process Overview
- FAA Presentation on the desire for a MOPS update
- SC-231 Scope and Terms of Reference review
- SC-231 Structure and Organization of Work
- Proposed Schedule
- RTCA workspace presentation
- Other Business
- Date and Place of Next Meeting
- Adjourn, Review of terms of reference
- Status of DO-342A and DO-315C Drafts
- Industry updates
- WG-1 DO-315C draft review

**May 29**

- Continuation of Plenary or Working Group Session  
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 April 9, 2014.

**Paige Williams,**

*Management Analyst, NextGen, Business Operations Group, Federal Aviation Administration.*

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Noise Exposure Map Notice, Laredo International Airport, Laredo, Texas**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the City of Laredo for Laredo 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:** *Effective Date:* The effective date of the FAA's determination on the noise exposure maps is April 9, 2014.

**FOR FURTHER INFORMATION CONTACT:** DOT/FAA Southwest Region, Dean McMath, Regional Environmental Team Leader, ASW-610, 2601 Meacham Boulevard, Fort Worth, Texas 76137. Telephone (817) 222-5617.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Laredo International Airport are in compliance with applicable requirements of Part 150, effective April 9, 2014. 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 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.

The FAA has completed its review of the revised noise exposure maps and accompanying documentation submitted by the City of Laredo. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes: Figure 4.4 Existing (2013) Noise Exposure Map (page 55) and Figure 5.2 Future (2019) Noise Exposure Map (page 69). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on April 9, 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 FAR 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 section 150.21 of FAR Part 150, that the