

TABLE 2—AVERAGE CHANGES IN DNL LEVEL PBN PROCEDURES VS EXISTING PROCEDURES—Continued

DNL noise exposure band	Straight average change in DNL	Population weighted average change in DNL
Total Change .....	−0.3 DNL .....	−0.2 DNL

In the examples in both Tables 1 and 2, the greatest reductions in either noise or the population exposed to noise are at the DNL 45–60 dB level, which is the lowest noise level that the FAA normally evaluates for differences in noise that may result from certain proposed changes in procedures. In Table 1, there are increases in the number of people in higher noise exposure bands of DNL 60–65 dB and above DNL 65 dB. In Table 2, the average DNL decrease occurs in the lowest noise exposure band, while the average DNL change in the higher noise exposure bands is either zero or a slight increase using the population weighted average approach.

The use of the total of all three DNL noise exposure bands to determine a net noise reduction gives equal weight to lower and higher levels of noise, while the FAA’s practice is to give greater weight to higher noise levels which people find more annoying, especially noise levels above DNL 65 dB. Accordingly, the FAA is considering the extent to which a mix of noise increases and decreases in different noise exposure bands supports a determination of noise reduction, especially when reductions at lower DNL noise levels would outweigh increases at higher noise levels. A potential alternative approach could be to require reductions in all three DNL noise exposure bands to support a noise reduction determination for use of the CATEX. This alternative approach would be expected to reduce the use of the CATEX, and it appears less consistent with the statutory provision to compare procedures “in the same airspace.” The FAA invites comments on this aspect of the Net Noise Reduction Method.

Finally, if the FAA decides to use the Net Noise Reduction Method or a variation of it, the FAA must also decide if and how to employ its significant noise impact threshold. The decision that is the most consistent with the statutory language would be not to employ the threshold at all. The statutory text is prescriptive in that a PBN procedure that meets the test for measurable reductions “shall be presumed to have no significant affect [sic] on the quality of the human environment and the Administrator

shall issue and file a categorical exclusion for the new procedure.” Unlike CATEXes that are administratively established under CEQ regulations, this legislative CATEX is not subject to extraordinary circumstances; therefore, a CATEX determination is not precluded by potential environmental impacts that are beyond the specific parameters in the statutory text (i.e., measurable reductions in fuel consumption, carbon dioxide emissions, and noise on a per flight basis). As the FAA considers the viability of employing the significant noise impact threshold in conjunction with this CATEX, the FAA is soliciting public views on whether a threshold test may and should be used. Further, if a significant noise impact threshold test is used, should it be used only when there is a net increase in people exposed at DNL 65 dB and above, as the NAC Task Group has suggested, or should it be more broadly used to check for significant noise impact when there is any increase in the number of people exposed to noise at DNL 65 dB and above—even if there is a net population benefit at that level?

**Solicitation of Public Comment**

The FAA invites public comment on the entirety of the prospective implementation of the CATEX in Section 213(c)(2) of the FAA Modernization and Reform Act of 2012, and particularly invites comment on the following specific aspects of the Net Noise Reduction Method which are under consideration by the FAA as described in this notice:

1. Extent to which the FAA should rely on the Net Noise Reduction Method to determine measurable reductions in noise on a per flight basis.
2. Appropriateness of determining that there is a measurable reduction in noise if people receiving a noise decrease outnumber the people receiving an increase, but the noise decrease is small compared to the noise increase.
3. Different approaches to a net noise reduction methodology (i.e., population change, noise change, population weighted noise change), and whether the selection of one approach over another is preferred and increases public understanding.

4. Extent to which a mix of noise increases and decreases could support a determination of measurable noise reduction, especially when reductions at lower noise levels outweigh increases at higher noise levels, and whether an alternative approach that would require reductions in all three noise exposure bands to support the use of the CATEX should be used.

5. Whether a significant noise impact threshold test should be used; and if so, if it should be used only when there is a net increase in people exposed to noise at DNL 65 dB and above, or if it should be used when there is any increase in the number of people exposed to noise at DNL 65 dB and above—even if there is a net population benefit at that level.

Issued in Washington, DC, on August 13, 2014.

**Lourdes Q. Maurice,**  
*Executive Director, Office of Environment and Energy, Federal Aviation Administration.*  
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**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Sixth Meeting: RTCA Tactical Operations Committee (TOC)**

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

**ACTION:** Sixth Meeting Notice of RTCA Tactical Operations Committee.

**SUMMARY:** The FAA is issuing this notice to advise the public of the sixth meeting of the RTCA Tactical Operations Committee.

**DATES:** The meeting will be held September 3, 2014 from 10:00 a.m.–4:00 p.m.

**ADDRESSES:** The meeting will be held at 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) 833–9339, fax at (202) 833–9434, or Web site at <http://www.rtca.org> or Trin Mitra, TOC Secretary, [tmitra@rtca.org](mailto:tmitra@rtca.org), 202–330–0655.

**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 the RTCA Tactical Operations Committee. The agenda will include the following:

### September 3

- Opening of Meeting/Introduction of TOC Members
  - Co-Chairs Mr. Jim Bowman, FedEx Express, and Mr. Dale Wright, National Air Traffic Controllers Association (NATCA)
- Official Statement of Designated Federal Official
  - Ms. Elizabeth Ray, FAA Air Traffic Organization, Vice President Mission Support
- Approval of May 16, 2014 Meeting Summary
- FAA Report
- Review Industry Ideas for Future TOC work
- Discussion on Regional Task Groups
  - Updates from each group, discussion on role of RTGs
- Update from NextGen Integration Working Groups
- Review new task ideas for TOC
  - Airport construction and safety risk, South Florida/Caribbean operations, “Review, Revise, Remove (Three Rs)” for Right Sizing Procedures in the NAS, Others
- Update from NOTAM Task Group
  - FAA and NOTAM Task Group review 16 month implementation roadmap for NOTAM Search and role of the NOTAM Task Group
- Update from VHF Omni-directional Range (VOR) Minimum Operating Network Task Group
  - Report on Outreach and Modifications Required by VOR MON and Update from FAA on PBN Route Strategy
- Anticipated Issues for TOC consideration and action at the next meeting
- Other business
- 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 August 14, 2014.

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

[FR Doc. 2014–19693 Filed 8–18–14; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Seventy Ninth Meeting: RTCA Special Committee 147, Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment

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

**ACTION:** Meeting Notice of RTCA Special Committee 147, Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment.

**SUMMARY:** The FAA is issuing this notice to advise the public of the Seventy Ninth meeting of RTCA Special Committee 147, Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance Systems Airborne Equipment.

**DATES:** The meeting will be held September 11th, 2014, from 9:00 a.m. to 5:00 p.m.

**ADDRESS:** The meeting will be held at 1150 18th St. 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) 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. No. 92–463, 5 U.S.C., App.), notice is hereby given for a meeting of Special Committee 147. The agenda will include the following:

### September 11

- Opening Plenary Session
  - Chairmen’s Opening Remarks/ Introductions
  - Approval of Summary from 78th meeting of SC–147
  - Approval of Agenda
- Report from WG–75
- Review of ISRA deliverable for SC 228
- EUROCONTROL Report
- Report from WG–1 (Surveillance and Tracking)
- Report from WG–2 (Threat Resolution)

- Threat Resolution
- Xo sub group
- Safety sub-group
- Review of the Software Development Agreement
- Coordination Stress Testing
- Operational Team Updates
- Review of Decisions
  - Use of ADS–B Only targets
- Additional business/Overflow if time permits
  - Solicitation of vendor data for SWG/TOO analysis
- Closing Session
  - Next Meeting Location
  - Action Item review
  - End 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 August 14, 2014.

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

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**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE–2014–52]

#### Petition for Exemption; Summary of Petition Received

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

**ACTION:** Notice of petition for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public’s awareness of, and participation in, this aspect of FAA’s regulatory activities. 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 September 8, 2014.

**ADDRESSES:** You may send comments identified by Docket Number FAA–