

Intended Effective Date: June 1, 2013.

**Barbara J. Hairston,**

*Acting Program Manager, Docket Operations,  
Federal Register Liaison.*

[FR Doc. 2013-07369 Filed 3-28-13; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Announcement of Charter Renewal of the Radio Technical Commission for Aeronautics (RTCA), Inc.

**SUMMARY:** The FAA is issuing this notice to advise the public of the charter renewal of RTCA, 1110.77U, a Federal Advisory Committee that seeks resolution of issues and challenges involving air transportation concepts, requirements, operational capabilities, and the associated use of technology and related considerations to aeronautical operations that impact the future Air Traffic Management System. This charter renewal will take effect on April 1, 2013, and will expire after 2 years.

#### FOR FURTHER INFORMATION CONTACT:

Paige Williams, Administrative Officer, Federal Aviation Administration, 950 L'Enfant Plaza SW., Mailstop 4th floor, 081, Washington, DC 20591, (202) 385-4200.

**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 the charter renewal of RTCA, 1110.77U. RTCA is a not-for-profit organization of government and industry representatives. RTCA benefits the public interest and supports the FAA in performing its duties and responsibilities under Subtitle VII, 49 U.S.C. 40101. The FAA and seven other government agencies use RTCA as a federal advisory committee. On January 2, 1976, the FAA, the major government user of RTCA products, assumed sponsorship on behalf of all government agencies. RTCA brings together representatives of the government and industry to form special committees and steering committees to provide advice and recommendations on key operational and technological issues that impact the Next Generation Air Transportation System (NextGen) implementation and the Air Traffic Management System. This order can be found on the FAA.GOV Web site under "Regulations & Policies" and select "Orders & Notices" or you can also find this order on the MyFAA Employee Web site. Use "Tools & Resources" and

select "Orders & Notices" or directly at <http://www.faa.gov/documentLibrary/media/Order/1110.77U.pdf>.

Issued in Washington, DC, on March 26, 2013.

**Paige Williams,**

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

[FR Doc. 2013-07379 Filed 3-28-13; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Noise Exposure Map Notice: Receipt of Noise Compatibility Program and Request for Review

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Tucson Airport Authority for Tucson International Airport under the provisions of 49 U.S.C. 47501 *et. seq* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Tucson International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before September 16, 2013.

**DATES:** *Effective Date:* The effective date of the start of FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is March 20, 2013. The public comment period ends May 20, 2013.

#### FOR FURTHER INFORMATION CONTACT:

Kristi Regotti, Los Angeles Airports District Office, Room 3000, 15000 Aviation Boulevard, Lawndale, CA 90261 and (310) 725-3614. Comments on the proposed noise compatibility program should also be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Tucson International Airport are in compliance with applicable requirements of Part 150, effective March 20, 2013. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved

on or before September 16, 2013. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C. 47503 (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.

Tucson Airport Authority submitted to the FAA noise exposure maps, descriptions, and other documentation that were produced during the Part 150 Noise Exposure Map and Noise Compatibility Program Update from 2008 through 2012. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Tucson Airport Authority. The specific documentation determined to constitute the noise exposure maps includes:

Exhibit 3-1: Existing (2012) Baseline Noise Exposure Contour, page 3-3.

Exhibit 3-2: Future (2017) Baseline Noise Exposure Contour, page 3-7.

The FAA has determined that these maps for Tucson International Airport are in compliance with applicable requirements. This determination is effective on March 20, 2013. 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 constitute 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 statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Tucson International Airport, also effective on March 20, 2013. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before September 16, 2013.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All

comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
Western-Pacific Region Office,  
Airports Division, Room 3012, 15000  
Aviation Boulevard, Lawndale,  
California 90261.

Federal Aviation Administration, Los  
Angeles Airports District Office,  
Room 3000, 15000 Aviation  
Boulevard, Lawndale, CA 90261.

Tucson International Airport, 7005  
South Plumer Avenue, Tucson, AZ  
85756.

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

Issued in Lawndale, California, on March 20, 2013.

**Mia Paredes Ratcliff,**

*Acting Manager, Airports Division, AWP-600,  
Western-Pacific Region.*

[FR Doc. 2013-07381 Filed 3-28-13; 8:45 am]

**BILLING CODE 4901-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Schedule Information Submission Deadline for O'Hare International Airport, San Francisco International Airport, John F. Kennedy International Airport, and Newark Liberty International Airport for the Winter 2013-2014 Scheduling Season**

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

**ACTION:** Notice of submission deadline.

**SUMMARY:** Under this notice, the FAA announces the submission deadline of May 16, 2013, for Winter 2013-2014 flight schedules at Chicago's O'Hare International Airport (ORD), San Francisco International Airport (SFO), New York's John F. Kennedy International Airport (JFK), and Newark Liberty International Airport (EWR) in accordance with the International Air Transport Association (IATA) Worldwide Slot Guidelines. The deadline coincides with the schedule submission deadline for the IATA Slot Conference for the Winter 2013-2014 scheduling season.

**SUPPLEMENTARY INFORMATION:** The FAA has designated ORD as an IATA Level

2 airport, SFO as a Level 2 airport, JFK as a Level 3 airport, and EWR as a Level 3 airport. Scheduled operations at JFK and EWR are currently limited by FAA Orders until a final Congestion Management Rule for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport (RIN 2120-AJ89) becomes effective but not later than October 26, 2013.<sup>1</sup> However, the FAA intends to extend those Orders prior to the start of the Winter 2013-2014 scheduling season.

The FAA is primarily concerned about planned passenger and cargo operations during peak hours, but carriers may submit schedule plans for the entire day. At ORD, the peak hours are 0700 to 2100 Central Time (1300 to 0300 UTC), at SFO from 0600 to 2300 Pacific Time (1400 to 0700 UTC), and at EWR and JFK from 0600 to 2300 Eastern Time (1100 to 0400 UTC). Carriers should submit schedule information in sufficient detail including, at minimum, the operating carrier, flight number, scheduled time of arrival or departure, frequency, and effective dates. IATA standard schedule information format and data elements (Standard Schedules Information Manual or SSIM) may be used.

The U.S. winter scheduling season for these airports is from October 27, 2013, through March 29, 2014, in recognition of the IATA northern winter period. The FAA understands there may be differences in schedule times due to different U.S. daylight saving time dates, and the FAA will accommodate these differences to the extent possible.

**DATES:** Schedules must be submitted no later than May 16, 2013.

**ADDRESSES:** Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Ave. SW., Washington, DC 20591; by facsimile to: 202-267-7277; or by email to: 7-AWA-slotadmin@faa.gov.

#### **FOR FURTHER INFORMATION CONTACT:**

Robert Hawks, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone number: 202-267-7143; fax number: 202-267-7971; email: rob.hawks@faa.gov.

<sup>1</sup> Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008) as amended 76 FR 18620 (Apr. 4, 2011); Operating Limitations at Newark Liberty International Airport, 73 FR 29550 (May 21, 2008) as amended 76 FR 18618 (Apr. 4, 2011).