

sufficient time to consider the proposed rule change. The proposed rule change would permit the listing and trading of shares of the Funds, which intend to invest primarily in exchange-traded funds ("ETFs"), swap agreements, options contracts and futures contracts.

Accordingly, the Commission, pursuant to Section 19(b)(2) of the Act,<sup>6</sup> designates March 4, 2014, as the date by which the Commission should either approve or disapprove or institute proceedings to determine whether to disapprove the proposed rule change (File Number SR-NYSEArca-2013-127).

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.<sup>7</sup>

**Kevin M. O'Neill,**  
*Deputy Secretary.*

[FR Doc. 2014-01105 Filed 1-21-14; 8:45 am]

BILLING CODE 8011-01-P

## DEPARTMENT OF STATE

[Public Notice 8602]

### Culturally Significant Objects Imported for Exhibition Determinations: "Lost Kingdoms of Early Southeast Asia: Hindu-Buddhist Sculpture, 5th to 8th Century"

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236-3 of August 28, 2000, I hereby determine that the objects to be included in the exhibition, "Lost Kingdoms of Early Southeast Asia: Hindu-Buddhist Sculpture, 5th to 8th Century," imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at the Metropolitan Museum of Art, New York, New York, from on or about April 14, 2014, until on or about July 27, 2014, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For further information, including a list of the exhibit objects, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6469). The mailing address is U.S. Department of State, SA-5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522-0505.

Dated: January 10, 2014.

**Evan Ryan,**

*Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2014-01164 Filed 1-21-14; 8:45 am]

BILLING CODE 4710-05-P

## DEPARTMENT OF STATE

[Public Notice 8601]

### Culturally Significant Objects Imported for Exhibition Determinations: "Venice: The Golden Age of Art and Music"

**SUMMARY:** Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236-3 of August 28, 2000, I hereby determine that the objects to be included in the exhibition, "Venice: The Golden Age of Art and Music," imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at the Portland Art Museum, Portland, Oregon, from on or about February 15, 2014, until on or about May 11, 2014, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

**FOR FURTHER INFORMATION CONTACT:** For further information, including a list of the exhibit objects, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6469). The mailing address is U.S. Department of State, SA-5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522-0505.

Dated: January 10, 2014.

**Evan Ryan,**

*Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.*

[FR Doc. 2014-01166 Filed 1-21-14; 8:45 am]

BILLING CODE 4710-05-P

## DEPARTMENT OF STATE

[Public Notice 8600]

### Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 10:00 a.m. on Tuesday, February 25, 2014, at the offices of the Radio Technical Commission for Maritime Services (RTCM), 1611 N. Kent Street, Suite 605, Arlington, VA 22209. The primary purpose of the meeting is to prepare for the first session of the International Maritime Organization's (IMO) Sub-Committee on Ship Systems and Equipment to be held at the IMO Headquarters, United Kingdom, March 10-14, 2014.

Substantive agenda items to be considered include:

- Development of requirements for ships carrying hydrogen and compressed natural gas vehicles
- Development of amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations
- Smoke control and ventilation
- Development of amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro and special category spaces
- Development of life safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ. 1002)
- Development of a new framework of requirements for safety objectives and functional requirements for the approval of alternative design and arrangements for SOLAS chapters II-1 (parts C, D and E) and III
- Development of amendments to the LSA Code for thermal performance of immersion suits
- Development of amendments to the LSA Code for free-fall lifeboats with float-free capability
- Development of amendments to the 2009 MODU Code concerning lifeboat drills
- Revision of the *Recommendation on conditions for the approval of servicing stations for inflatable liferafts* (resolution A.761(18))

<sup>6</sup> 15 U.S.C. 78s(b)(2).

<sup>7</sup> 17 CFR 200.30-3(a)(31).

- Development of requirements for onboard lifting appliances and winches
- Considerations related to the double sheathed low-pressure fuel pipes for fuel injection systems in engines on crude oil tankers
- Development of amendments to the provisions of SOLAS chapter II-2 relating to secondary means of venting cargo tanks
- Development of amendments to the requirements for foam-type fire-extinguishers in SOLAS regulation II-2/10.5
- Consideration of IACS unified interpretations
- Biennial agenda and provisional agenda for SSE 2
- Any other business

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Mr. Randall Eberly, by email at [randall.eberly@uscg.mil](mailto:randall.eberly@uscg.mil), by phone at (202) 372-1393, by fax at (202) 372-8379, or in writing at Commandant (CG-ENG-4), U.S. Coast Guard, 2703 Martin Luther King Jr Ave. SE., Stop 7509, Washington, DC 20593-7509 not later than February 18, 2014, 7 days prior to the meeting. Requests made after February 18, 2014, might not be able to be accommodated. RTCM Headquarters is adjacent to the Rosslyn Metro station. For further directions and lodging information, please see: <http://www.rtcg.org/visit.php>. Additional information regarding this and other IMO SHC public meetings may be found at: [www.uscg.mil/imo](http://www.uscg.mil/imo).

Dated: January 13, 2014.

**Marc Zlomek,**

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. 2014-01162 Filed 1-21-14; 8:45 am]

**BILLING CODE 4710-09-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Engine Endurance Testing Requirements—New Task

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

**ACTION:** Notice of new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

**SUMMARY:** The FAA assigned ARAC a new task to review existing engine endurance test requirements, assess its

suitability for all engines, and consider an alternate endurance test and associated methods of compliance. The current regulations may not adequately address the technological advances found in modern engines, as related to the current engine endurance test. This notice informs the public of the new ARAC activity and solicits membership for the Engine Harmonization Working Group (EHWG).

#### FOR FURTHER INFORMATION CONTACT:

Dorina Mihail, Rulemaking and Policy Branch, ANE-111, Engine and Propeller Directorate, FAA, 12 New England Executive Park, Burlington, Massachusetts, 01803, telephone (781) 238-7153, facsimile (781) 238-7199; email [dorina.mihail@faa.gov](mailto:dorina.mihail@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### ARAC Task Acceptance

ARAC accepted the task and assigned the task to the EHWG, under the Transport Airplane and Engine (TAE) Subcommittee. The working group will serve as staff to ARAC and assist ARAC by providing advice and recommendations of the assigned tasks. ARAC must review and approve the working group's recommendation report before it will forward it to the FAA.

##### Background

The FAA established ARAC to provide advice and recommendations to the FAA Administrator, through the Associate Administrator for Aviation Safety, on the FAA's rulemaking activities. This includes obtaining advice and recommendations on the FAA's commitments to harmonize Title 14 of the Code of Federal Regulations (14 CFR) with appropriate foreign authorities' regulations. ARAC's objectives are to improve the development of the FAA's regulations by providing information, advice, and recommendations related to aviation issues.

The EHWG will provide advice and recommendations to ARAC on existing and alternate endurance tests and associated methods of compliance.

The engine endurance test is an accelerated severity test intended to demonstrate a minimum level of engine operability and durability within the approved engine ratings and operating limitations. The test running conditions cover the declared engine rating and operating limitations, but are not intended to simulate the expected in-service operation. To run the test at simultaneous speed and temperature limits, applicants may need to modify the test engine configuration and the required test sequence.

The current practice and accepted methods of compliance allow modifications to the test engine configuration and test sequence, provided certain conditions are met. Specifically, that the engine, as modified, still represents the durability and operating characteristics of the intended type design and complies with § 33.87 requirements. However, experience with past engine certifications shows that for some engines, those modifications are substantial enough that the engine is not conforming to its type design, thus affecting the test outcome. These difficulties occur because the required test in § 33.87 has not been updated to account for technological advances in gas turbine engines and in-service operational characteristics.

The endurance test requirements originated with the reciprocating engine and were later revised for single-shaft turbine engines with mechanical controls. The test running conditions were designed to match the engine design and operational characteristics during that time and have remained the same for the past 60 years. Today's engines have evolved by up to 10 times increased compression ratio and 40 times increased airflow. They incorporate advanced technologies that include three-shaft designs, high-bypass turbofans, sophisticated full authority digital electronic controls, and complex turbine cooling. Other technological advances provide in-service engine health monitoring, thus improving engine reliability and increased mean time on wing. Modern engine technologies allow up to 50% lower specific-fuel consumption and significant emissions and noise improvements.

Certification experience shows that, due to the complexity of modern engines, the modifications needed to run the required endurance test are substantial, greatly affecting the engine operating cycle and causing reduced airflow, less cooling, or increased temperatures. To compensate for these undesirable effects, applicants make additional engine modifications, such as modifying cooling circuits, grinding blade tips, or adding thermal barrier coating to blades. As a result of these modifications, it becomes increasingly difficult to show that the test engine conforms to the type design. The objective of the ARAC task is to evaluate whether the requirements for engine endurance testing should be revised by adding requirements for an alternate test.