

supplement to the 1999 Part 150 Study Update. The Draft EA assesses and discloses the environmental impacts of the proposed noise abatement air traffic measures recommended for implementation in the 2002 Draft Supplemental Part 150 Study and 1999 Part 150 Study Update. Written requests for the Draft Supplement and/or Draft EA may be directed to Mr. Paul Toth, Airport Director, Toledo Express Airport, 11013 Airport Highway, Swanton, OH 43558.

PUBLIC COMMENT PERIOD AND HEARING/WORKSHOP: The public comment period for the 2002 Draft Supplemental Part 150 Study and the Draft EA will begin on November 12, 2002 and will close on December 20, 2002. A Public Hearing/Workshop will be held on December 12, 2002 for both documents. The Hearing/Workshop will begin at 5:30 p.m. and last until 7:30 p.m. or until all interested people have spoken. The location for the Hearing/Workshop is the VFW Hall at 1950 S. Eber Road, Holland, Ohio. Interested Parties may address the 2002 Draft Supplemental Part 150 Study and/or the Draft EA in their comments at the Hearing/Workshop.

Copies of the Draft Supplement and Draft EA may be viewed during regular business hours at the following locations:

1. Toledo Express Airport, 11013 Airport Highway, Swanton, OH 43558.
2. Toledo-Lucas County Port Authority, One Maritime Plaza, Toledo, OH, 43604-1866.
3. Toledo-Lucas County Public Library, 1032 South McCord Road, Holland, OH 43528.
4. Swanton Public Library, 305 Chestnut Street, Swanton, OH 43558.
5. FAA, Great Lakes Region, 2300 E. Devon Ave., Des Plaines, IL 60018.
6. FAA, Detroit Airports District Office, Willow Run Airport, 8820 Beck Road, Belleville, MI 48111.

FOR FURTHER INFORMATION ON THE DRAFT SUPPLEMENTAL PART 150 STUDY CONTACT: Ms. Katherine Jones, FAA, Detroit Airports District Office, Willow Run Airport, 8820 Beck Road, Belleville, MI 48111. Ms. Jones may be contacted at (734) 487-7298.

FOR FURTHER INFORMATION ON THE DRAFT ENVIRONMENTAL ASSESSMENT CONTACT: Ms. Annette Davis, FAA, Great Lakes Region, Air Traffic Division, 2300 East Devon Avenue, Des Plaines, Illinois, 60018. Ms. Davis may be contacted at (847) 294-8091.

SUPPLEMENTARY INFORMATION: In 1991, the Toledo-Lucas County Port Authority (TLCPA) initiated a series of noise contour updates that were reflective of Burlington Air Express Global

operations. The reanalysis of the noise contours continued in 1994, 1995/1996 and 1999. None of these resulted in an approved contour from the FAA. A Part 150 Study Update was completed in 1999, but not approved. In 2002, a Supplemental Part 150 Study was prepared for the 1999 Part 150 Study Update to update existing and future noise exposure and determine if the recommended noise abatement air traffic measures and land use mitigation measures were still reasonable and feasible.

The Draft EA assesses the potential environmental impacts of the recommended noise abatement air traffic measures from the 2002 Supplemental Part 150 Study, which is a supplemental report to the 1999 Part 150 Study Update. The goal of the 1999 Noise Compatibility Plan (NCP) was to reduce noise impacts in the 65 DNL noise contour, as well as impacts in the 60-65 DNL noise contour. The noise abatement air traffic measures recommended in the 1999 NCP would have met that goal if they had been approved and implemented, because the measures would have directed aircraft over areas with the fewest number of people. The goal of the TLCPA to reduce noise impacts in the 65 DNL noise contour, as well as impacts in the 60-65 DNL noise contour, has not changed. The noise abatement air traffic measures would still meet this goal because the measures would continue to direct aircraft traffic over the most noise compatible areas. Therefore, the noise abatement air traffic measures are still feasible and reasonable.

Comments from interested parties on the 2002 Supplemental Part 150 Study or Draft EA are encouraged and may be presented at the Public Hearing/Workshop or may be submitted in writing to the TLCPA's consultant, Mr. Rob Adams, Landrum & Brown, Inc., 11279 Cornell Park Drive, Cincinnati, OH 45242. The comment period will close on December 20, 2002.

Issued in Des Plaines, Illinois on November 1, 2002.

Richard K. Peterson,

Acting Manager, Air Traffic Division, FAA, Great Lakes Region.

[FR Doc. 02-28826 Filed 11-12-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Air Carrier Operations

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee on Air Carrier Operations Issues to receive and discuss the final report from the Extended Operations for Multi-engine Airplanes Working Group.

DATE: The meeting will be held on December 16, 2002, at 10:00 a.m.

ADDRESSES: The meeting will be held in Conference Room 833, Federal Office Building 10A (the "FAA Building"), 800 Independence Ave., SW., Washington, DC, 20591.

FOR FURTHER INFORMATION CONTACT: Linda Williams, Office of Rulemaking, 800 Independence Avenue, SW, Washington, DC 20591, telephone (202) 267-9685; e-mail linda.l.williams@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to section 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 Aviation Rulemaking Advisory Committee on Air Carrier Operations to be held on December 16, 2002.

The agenda will include a final report from the Extended Operations (ETOPS) for Multi-engine Airplanes Working Group. The final report of the working group was forwarded to the members of the Air Carrier Operations Issues Group on October 30, 2002, for review. The meeting on December 16, 2002, will constitute the final action of the ETOPS working group.

Attendance is open to the interested public but may be limited by the space available. Members of the public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting.

If you are in need of assistance or require a reasonable accommodation for

**AVIATION RULEMAKING ADVISORY COMMITTEE
FOR AIR CARRIER OPERATIONS
Meeting Minutes**

DATE: December 16, 2002
TIME: 10:00 a.m.
PLACE: Federal Office Building 10A, Conference Room 833, 800 Independence Ave., SW, Washington, DC.

The meeting of the Aviation Rulemaking Advisory Committee on Air Carrier Operations was announced in the *Federal Register* on November 13, 2002 (67 FR 219) and held on December 16, 2002. The agenda, as announced in the *Federal Register*, consisted of a final report from the Extended Operations (ETOPS) for Multi-engine Airplanes Working Group. A list of attendees is attachment 1 - [PDF](#).

The Assistant Chair, Mr. Bill Edmunds of the Air Line Pilots Association, opened the meeting and attendees introduced themselves. The Assistant Executive Director, Mr. Matthew Schack, Office of Flight Standards Service, read the required statement which briefly explained the rules governing the conduct of the meeting.

WORKING GROUP REPORT:

Extended Operations for Multi-Engine Airplanes (ETOPS) Working Group

Mr. Tim Gallagher, United Airlines and working group Chair, reported that the working group has now completed its work on a draft NPRM and several advisory circulars. He noted that the major work was accomplished in July 2002, and with the inclusion of Part 135 on-demand provisions, the documents now are complete. Mr. Gallagher noted the wide industry participation on the working group, which included operators, manufacturers, industry associations, international associations, and public interest groups. The working group met every month for the first year in various locations so as to accommodate Joint Aviation Authority and International Civil Aviation Organization interests as well. He noted the varied and complex issues associated with the tasks assigned to the working group, which ranged from codifying current industry practices, extending long-range operations to three and four engine aircraft, and consideration of diversion facilities. Polar operations, for example, have special requirements for extreme and remote conditions. Mr. Gallagher expressed appreciation to all members of the working group who participated in this extensive effort, noting that members sometimes worked on their own time and at their own expense.

Mr. Edmunds asked for questions and comments from the attendees. Mr. Ron Priddy, National Air Carrier Association, expressed appreciation to the working group for its work, saying that the documentation educates all. He commented that NACA may have comments on the terminology when the NPRM is published. Mr. Hans Ephraimson-Abt, Air Crash Victims Families Group, expressed appreciation that all members of the working group were allowed to participate on an equal level, and that all comments were taken into account. Mr. Jim McKie, Air Transport Association, noted that

some additional coordination must be accomplished with ICAO. Ron Swanda, noted that the task called for coordination with the Transport Airplanes and Engines Working Group. Mr. Gallagher and Mr. Edmunds commented that coordination with this group had occurred through out the process; however, the group has been given a copy for review. Finally, representatives from Boeing expressed appreciation to the working group for a very comprehensive completion of the tasks assigned.

Mr. Edmunds asked for a vote of consensus by the membership to accept the recommendation of the working group; all members voted in favor of acceptance. He then stated that a letter would be prepared to the Associate Administrator for Regulation and Certification, AVR-1, recommending that the documents of the working group be published as an NPRM in the *Federal Register* for comment. It was also noted that, as the recommendation is now accepted by the ARAC, the documents will be posted on the Office of Rulemaking website for public review.

I certify that the above minutes are accurate.

William W. Edmunds, Jr.
Chair

Hans Ephraïmson - Abt ^{Air Crash Victims Families Group} 201-825-1124 KAL007@compuserve.com

Ron Swanda ARAC MEETING, AIR CARRIER OPERATIONS

December 16, 2002

General Aviation
Manufacturers Assoc (GAMA) 202-657-1374 rswanda@genaviation.org

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>	<u>E-MAIL</u>
MATTHEW J Schuck	AFS 200	202 267 8166	Matthew.Schuck@faa.gov
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Ron Priddy	NACA	202-833-8200	rpriddy@naca.cc
DOUG CARR	NBAA	202-783-9000	DCARR@NBAA.ORG
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John Crowley	Kent	202-598 8300	John.Crowley@kent.com
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TIMOTHY N. GALLAGHER	United (Retired)	410-721-3698	TimGallagher@att.net
BILL EDMUNDS	ALPA	703 689-4198	bill.edmunds@alpa.org

this event, please contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on November 6, 2002.

Matthew Schack,

Assistant Executive Director for Air Carrier Operations, Aviation Rulemaking Advisory Committee.

[FR Doc. 02-28835 Filed 11-12-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice To Intend To Rule on Application 03-02-C-00-ACY To Impose Only, Impose and Use and Use the Revenue From a Passenger Facility Charge (PFC) at Atlantic City International Airport, Egg Harbor Township, NJ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice to intend to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose only, impose and use and use a PFC at Atlantic City International Airport under the provisions of the Aviation Safety and Capacity Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before December 13, 2002.

ADDRESSES: Comments on this Application may be mailed or delivered in triplicate to the FAA at the following address: Mr. Dan Vornea, Project Manager, New York District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Thomas Rafter, Airport Director, of the South Jersey Transportation Authority at the following address: Atlantic City International Airport, Civil Terminal #106, Egg Harbor Township, NJ 08234-9590.

Air carriers and foreign air carriers may submit copies of their written comments previously provided to South Jersey Transportation Authority under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Dan Vornea, Project Manager, New York Airports District Office, 600 Old Country Road, Suite 446, Garden City, NY 11530, Telephone No. (516) 227-

3812. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose only, impose and use and use a PFC at Atlantic City International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On October 29, 2002 the FAA determined that the application to impose only, impose and use and use a PFC submitted by South New Jersey Transportation Authority was substantially completed within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than February 26, 2003.

The following is a brief overview of the application:

Application Number: 03-02-C-00-ACY.

Level of Proposed PFC: \$3.00.

Proposed Charge Effective Date: September 1, 2005.

Proposed Charge Expiration Date: June 1, 2006.

Total Estimated PFC Revenue: \$1,573,274.

Brief Description of Proposed Projects

- Rehabilitation of taxiway "B" Page 1 (Impose and Use).
- Construct Snow Equipment Building (Use).
- Acquire Snow Equipment (Impose and Use).
- Improve Terminal Building (Impose and Use).
- Improvements to Airport Security Systems Page 30 (Impose and Use).
- Construct Deicing Containment Facility (Impose).
- ASR-9 Radar Relocation (Use).
- Terminal Area Study (Impose and Use).
- Environmental Mitigation—Design Only (Impose).

Class or classes of air carriers which the public agency has requested not to be required to collect PFS's are: Non-Scheduled/On Demand Air Carriers with less than 1200 annual enplaned passengers filing FAA Form 1800-31.

Any person may inspect the Application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Office: 1 Aviation Plaza, Jamaica, NY 11434-4809.

In addition, any person may, upon request, inspect the application notice and other documents germane to the application in person at the South New

Jersey Transportation Authority, Atlantic City International Airport.

Issued in Garden City, New York on October 29, 2002.

Philip Brito,

Manager, NYADO, Eastern Region.

[FR Doc. 02-28833 Filed 11-12-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 03-06-C-00-MLB To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Melbourne International Airport, Melbourne, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Melbourne International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before December 13, 2002.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration; Orlando Airports District Office; 5950 Hazelton National Drive; Suite 400; Orlando, Florida 32822.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James C. Johnson, Executive Director of the Melbourne Airport Authority at the following address: Melbourne International Airport; One Air Terminal Parkway, Suite 220; Melbourne, Florida 32901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Melbourne Airport Authority under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Armando L. Rovira; Orlando Airports District Office; 5950 Hazelton National Drive; Suite 400; Orlando, Florida 32822, (407) 812-6331 x-31. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at