

This EIS is tiered from an earlier EIS that evaluated environmental impacts that could result from a decision to physically consolidate the four Baltimore-Washington metropolitan areas TRACONs into a new building somewhere in the area. The first tier or "building EIS" resulted in FAA issuing a Record of Decision (ROD) on June 3, 1999. The ROD documented the decision to consolidate four existing TRACONs into a new facility at Vint Hill in Fauquier County, Virginia. Subsequent to the ROD, the decision was made to consolidate the Richmond TRACON into the PCT. However, the incorporation of the Richmond TRACON has no effect on the scope of the airspace redesign.

The purpose of this airspace redesign is to take full advantage of the benefits afforded by the newly consolidated TRACON facility by increasing air traffic efficiency and enhancing safety in the Baltimore-Washington metropolitan area.

Copies of the DEIS are available for review at major libraries in the study area. A summary of the DEIS can be viewed on the Internet at <http://www.faa.gov/ats/potomac>.

DATES: Written comments on the DEIS will be accepted until May 23, 2002. Written comments may be sent to: FAA Potomac TRACON Air Traffic 2400, Attention: Fred Bankert, 3699 Macintosh Drive, Warrenton, VA 20187. Oral or written comments may also be delivered at a series of six public hearings that will be held in April 2002 and will be announced separately.

FOR FURTHER INFORMATION CONTACT: Potomac Consolidated TRACON (800) 762-9531, Email: 9-AEA-PCT-Comments@faa.gov.

SUPPLEMENTARY INFORMATION: A TRACON facility provides radar air traffic control services to aircraft operating on Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) procedures generally beyond 5 miles and within 50 miles of the host airport at altitudes from the surface to approximately 17,000 feet. These distances and altitudes may vary depending on local conditions and infrastructural constraints such as adequate radar and radio frequency coverage. The primary function of the TRACON is to provide a variety of air traffic control services to arrival, departure, and transient aircraft within its assigned airspace. These services include aircraft separation, in flight traffic advisories and navigational assistance. When fully operational, the Potomac Consolidated TRACON will provide terminal radar air traffic control

services to the four major airports and a number of small reliever airports located within the Baltimore-Washington area. It will also provide service to the Richmond, VA airport.

This EIS considers four airspace redesign alternatives consisting of a No Action Alternative and three other alternatives that address changes in routes and altitudes for aircraft away from the close-in airport environment. Changes to initial departure or final arrival procedures are not proposed. Generally, aircraft would be three to five miles from the departure/arrival airport before the changes that are proposed for each alternative would take effect, with the exception of the No Action Alternative, which considers no changes to the existing airspace. None of the alternatives would produce significant environmental impact. Additionally, current noise abatement procedures at the airports would not be changed under any of the alternatives.

Dated: February 20, 2002 in Washington, DC.

Barbara Jo Cogliandro,

Air Traffic Manager, Potomac Consolidated TRACON.

[FR Doc. 02-4630 Filed 2-26-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 193/ EUROCAE Working Group 44 Terrain and Airport Databases

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 193/EUROCAE Working Group 44 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 193/EUROCAE Working Group 44: Terrain and Airport Databases.

DATES: The meeting will be held March 18-22, 2002 from 9 am-5 pm.

ADDRESSES: The meeting will be held at Eurocontrol, Rue de la Fusee, 96, Brussels, B-1130, Belgium.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833-9339; fax (202) 833-9434; web site <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., Appendix 2), notice is hereby given for a Special Committee

193/EUROCAE Working Group 44 meeting. The agenda will include:

- March 18:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review/Approval of Meeting Agenda, Review Summary of Previous Meeting, Presentations, Discussions)
 - Subgroup 4 (Database Exchange Format):
 - Continue goals and objectives for new subgroup; Start work on new document
 - March 19, 20 & 21:
 - Continue Subgroup 4 discussions and document work
 - March 22:
 - Closing Plenary Session (Brief Summary of Subgroup 4 meeting, Assign Tasks, Other Business, Date and Place of Next Meeting, Adjourn)

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, 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 February 21, 2002.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 02-4628 Filed 2-26-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 02-06-C-00-MGW To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Morgantown Municipal Airport, Morgantown, WV

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 Morgantown Municipal Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before March 29, 2002.