Runway 27R and implement the ''distant'' departure procedure for jet aircraft departures on Runway 9L; (6) During west flow (east flow is the preferred configuration at SFB), some aircraft are held at 2,000 feet in altitude to provide separation from crossing aircraft. Recent changes have been made to hold departing air carrier aircraft from SFB at the Runway 27R threshold. These aircraft are held until there is sufficient space to release the aircraft to depart without the 2,000-foot hold altitude restriction. Further improvements to this procedure should be pursued to allow more aircraft to have an unrestricted climb west out of SFB; and (7) A recommendation that departing helicopters ascend to and maintain 500 feet close to the airport, arriving helicopters maintain and descend from 500 feet close to the airport, having helicopters overfly roadways (in non-emergency situations) and maintain the highest altitude possible in the immediate vicinity of the airport.

The Flight procedure that was deferred pending FAA review is: For jet aircraft conducting ILS flight training on Runway 9L–27R direct aircraft to continue along the runway heading to gain altitude beyond the airport boundaries prior to making northerly turns. And the measure disapproved by the FAA for purposes of part 150 is the planned extension of Runway 9R–27L, which is included in the airport's master plan to enhance capacity. Although the airport proposes to design the extension on Runway 9R–27L to reduce noise impacts, its primary benefit is capacity.

Other measures approved by the FAA included: Evaluate the benefits of a noise fence (solid barrier) of sufficient height and length that noise during run-up activity would be directed up or reflected away from residences. The Sanford Airport Authority should also investigate the benefit of hush house options that would result in reduced noise exposure to close-in communities. Acquire three portable noise monitoring systems to be used in conducting short term monitoring in communities around the airport, in response to requests for short-term monitoring. It also will assist the SANAC and Authority in their efforts to provide information to the public and consider additional noise abatement measures. FAA's decision noted that monitoring equipment may not be used for enforcement purposes of aircraft in flight by in situ measurement of any present noise thresholds, for reasons of aviation safety.

FAA approved 8 land use measures, including: (1) Comprehensive Plans for both the City and the County should specifically identify that no new residential uses should be allowed in the 60 DNL contour; (2) The Land Development Codes for both the City and County should identify that no new residential uses should be allowed in the 60 DNL; (3) Due to the planned southerly extension to Runway 18–36 and the amount of aircraft touch-and-go training activity south and east of the airport, it is preferred that no new residential uses be allowed east or south of the airport's new runway system to the Conservation area adjacent to Lake Jessup. If, due to other reasons, residential use must be permitted, no mobile homes or home ownership should be permitted; (4) No new public educational facilities should be allowed in areas east and south of the Airport, within the limits described in (3) Above; (5) If a restriction on all future residential uses can not be implemented for the entire area south and east of the airport, then, it is recommended that notification of noise exposure and overflight activity be required in the form of avigation easements for all new residential development in this area. FAA noted in its decision that FAA's policy published in 1998 (63 FR 16409) states that no Federal funding will be made available for mitigation of future noncompatible development on currently undeveloped land if it is located within the airport's published NEM contours; (6) One option for implementing additional limitations on residential use and requirements for avigation easements is through the use of overlay zoning. The overlay zone could include the property south of SR 46 and east of the currently zoned industrial areas located south of Runway 18–36 (east of Brisson Avenue South) to the Lake Jessup Conservation area. The overlay zone would allow permitted uses and development approval procedures instituted by the City and County but would identify additional residential use limitations and avigation requirements associated with the overlay zone. The FAA reiterated in 1998 policy in its decision here; (7) Airport staff should be notified of requests for modifications and related hearing dates for applications for planning and zoning modifications (comprehensive plan changes, land development code changes, site plan approval requests, rezoning, subdivision applications, etc.). An individual at the County, the City and the Airport staff should designated with the responsibility for this coordination; and (8) The airport proposes to offer to acquire incompatible property located in whole or in part within the DNL 65 dB noise contour of the official NEM's. The majority of the property would be east of the airport, although a few parcels are to the west and north within the DNL 65 dB noise contour. FAA stated in its decision that acquisitions are limited to existing non-compatible land uses located within the 65 DNL noise contour of the official NEM's, specifically ''2001 DNL Noise Contours'', and consistent with FAA's 1998 remedial mitigation policy (63 FR 16409).

These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator on October 21, 2002.

Copies of the noise exposure maps and of the FAA's evaluation of the maps, and copies of the record of approval and other evaluation materials and the documents comprising the submittal to the FAA are available at the FAA office listed above and at the administrative office of the Sanford Airport Authority. Questions on either of these FAA determinations may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida on November 7, 2002.

W. Dean Stringer,

Manager, Orlando Airports District Office.

[FR Doc. 02–29455 Filed 11–20–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

User Input on the Use of the Current Icing Potential (CIP) Weather Product

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

ACTION: Notice of public meeting

SUMMARY: The FAA will hold an informal public meeting to seek aviation weather user input. Details: December 18, 2002; Federal Aviation Administration, 1575 ''Eye'' Street, Washington, DC.; 9 a.m. to 1 p.m. in the 9th Floor Conference Room. The objective of this meeting is to provide an opportunity for interested aviation weather users to discuss the use of the Current Icing Potential (CIP) product and provide input to FAA's plans for implementing this new weather product.

DATES: The meeting will be held in the 9th Floor Conference Room, 1575 ''Eye'' Street, Washington, DC Times: 9 a.m.–1 p.m. on December 18, 2002.

FOR FURTHER INFORMATION CONTACT: Steve Albersheim, Aerospace Weather Policy Division, ARS–100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385–7704; FAX: (202) 385–7701; e-mail: *steve.albersheim@faa.gov.* Internet address: *http:\\www.steve.albersheim@faa.gov.*

SUPPLEMENTARY INFORMATION:

History

On December 11, 2001, the Federal Aviation Administration's Aviation Weather Technology transfer (AWTT) Board approved the Current Icing Potential (CIP) for operational use. The CIP became operational in April 2002 for use by aviation meteorologists and airline operations center dispatchers who are trained on the use of the product. The CIP provides a graphical display of icing potential or the likelihood of icing in atmosphere. Further it allows users to obtain a visual portrayal of icing potential at different flight levels. The CIP does not indicate the severity of icing.

It is the intent of the FAA to allow all aviation users of the National Airspace System (NAS) to have access to this product. However, because the CIP cannot provide all the information that is currently contained in existing approved products as the AIRMET and SIGMET, limitations on its use have been stipulated.

The purpose of the proposed user meeting is to discuss needed changes in CIP to enable its use by pilots. The existing product uses input from satellite imagery and data, radar, surface observations, numerical models, and pilot weather reports to provide a three-dimensional diagnosis of hourly potential of icing and super cooled large droplets (SLD). Issues that need to be resolved for pilots is how this product in its planned future versions can be used in the following decisions: route/altitude selection, go-no go decisions, escape decisions, in-flight route changes, hazardous weather deviation, and landing decisions. It is important that pilots understand the attributes of the CIP and how it can be applicable in support of these various applications or decisions. This user meeting will begin the process to further evaluate how an improved CIP can be used to support these decisions. The meeting will be conducted in two parts

Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Headquarters.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be neither admission fee nor other charge to attend and participate.

(c) FAA personnel present will conduct a briefing on the AWTT process and the history of the approval of this product. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the presentation that is not clear.

(d) FAA personnel will present a briefing on the physical attributes of the product and how the information is processed to provide a three-dimensional analysis of conventional and SLD icing potential in space and time. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the presentation that is not clear

(e) FAA personnel will lead a discussion on issues that relate to what improvements are required in the next version of CIP to allow pilots to use this product in the applications listed above. Specific issues include: the validity period of the product and how icing severity can be linked with icing potential. Any person present may participate in the discussion.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced. Any person attending may receive a copy of the written information upon request to the information contact, above.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback may also be submitted to FAA personnel for up to seven (7) days after the close of the meeting.

Agenda

(a) Opening Remarks and Discussion of Meeting Procedures.

(b) Briefing on AWTT Process history of the approval of this product.

(c) Briefing on the physical attributes of the product and information processing.

(d) Discussion on improvement issues for future versions of CIP.

(e) Closing Comments.

Issued In Washington, D.C. on November 21, 2002.

David Whatley,

Director, Aerospace Weather Policy and Standards Staff.

[FR Doc. 02–29453 Filed 11–20–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Key West International Airport, Key West, FL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: This correction revises information from the previously published notice.

In notice document 02–27731 appearing on page 64452, in the issue of Thursday, October 31, 2002, under Notice of Intent to Rule on Application, in the second column, in the 38th line, the PFC Application No., should read, 02–06–C–00–EYW.

In addition, under **SUPPLEMENTARY INFORMATION,** in the third column, in the 28th line, should read, ''On October 22, 2002, the FAA determined * * *''

FOR FURTHER INFORMATION CONTACT: Susan A. Moore, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822, (407) 812–6331, extension 20.

Issued in Orlando, Florida on November 13, 2002.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 02–29664 Filed 11–20–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 03–04–C–00–MSO To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Missoula International Airport, Submitted by the Missoula County Airport Authority, Missoula International Airport, Missoula, MT

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 PFC revenue at Missoula International Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

DATES: Comments must be received on or before December 23, 2002.