

commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Detroit Airports District Office in Belleville, Michigan.

Rickenbacker Port Authority submitted to the FAA on April 17, 1998, noise exposure maps, descriptions, and other documentation. This documentation was produced during the Airport Noise Compatibility Planning (part 150) Study at Rickenbacker International Airport from 1997 through 1998. Rickenbacker International Airport noise exposure maps were determined by the FAA to be in compliance with applicable requirements on January 22, 1999. Notice of this determination was published in the **Federal Register** on February 24, 1999.

The Rickenbacker Port Authority study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2002. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on January 22, 1999, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period would have been deemed to be an approval of such program.

The submitted program proposed by the airport sponsor contained twenty-six (26) measures for noise mitigation on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. Twenty (20) of the twenty-six (26) measures were approved by the Assistant Administrator for Airports effective July 14, 1999.

Four (4) of the twenty-six (26) measures submitted are listed as "Noise Abatement Plan Measures." These four (4) measures were approved which deal with departure flight tracks, and acquiring one periodic noise monitor. Five (5) of the twenty-six (26) measures submitted are listed as "Program Management Measures" which were all approved. These five (5) measures include maintaining its Noise

Abatement Committee, the analysis of noise contours and update of noise contour maps, establishment of a noise complaint office, preparation of updated noise exposure maps, and development of a format public information program to increase public awareness of the Airport's Noise Compatibility Program. Seventeen (17) of the twenty-six (26) measures submitted are listed as "Land Use Management Plan." Eleven (11) of the seventeen (17) measures were approved. These include the purchase of homes within the 65 DNL noise contour, purchase of undeveloped land within the 70 DNL noise contour, and encouragement of local jurisdictions to adopt compatible land use zoning, noise overlay zoning, subdivision regulations, comprehensive planning, land use policies, guidelines for discretionary project review, land use controls, and amend the purpose paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes to include Rickenbacker International Airport. Five (5) of the seventeen (17) measures do not require FAA action. These five (5) measures include adoption of height and hazard zoning, encouragement of local jurisdictions to adopt floodplain zoning, establishment of a local program to purchase aviation easements over property eligible under the 1989 NCP, purchase of selected homes in the forecasted 1992 70 DNL noise contour completed under the 1989 NCP, and sound insulation of schools completed under the 1989 NCP. One (1) of the twenty-six (26) measures was withdrawn. This measure was to purchase development rights on specific parcels of undeveloped land within the 192 65 DNL noise contours. These twenty-six (26) determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on July 14, 1999. The Record of Approval, as well as other evaluation materials and documents which comprised the submittal to the FAA, are available for review at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 617, Washington, DC 20591.

Federal Aviation Administration, Great Lakes Region, 2300 East Devon Avenue, Room 261, Des Plaines, Illinois 60018.

Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

Rickenbacker Port Authority, Rickenbacker International Airport, 7400 Alum Creek Drive, Columbus, Ohio 43217-1248.

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

Issued in Belleville, Michigan, August 6, 1999.

Dean C. Nitz,

Manager, Detroit Airports District Office, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice To Prepare an Environmental Impact Statement and Conduct Scoping for Air Traffic Control Procedural Changes in and Near the Baltimore-Washington Metropolitan Area

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement and conduct scoping meetings.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered to assess the potential impacts of changes to air traffic control procedures and aircraft routings. These changes are associated with the consolidation of four stand-alone Terminal Radar Approach Control (TRACON) facilities. The TRACONs are currently located at Baltimore-Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport; and the FAA operated TRACON located at Andrews Air Force Base, Maryland.

All reasonable alternatives will be considered including a no-change option. The airspace EIS will evaluate alternatives to aircraft routes and air traffic control procedures beyond the immediate airport area. Changes to existing take-off and/or landing noise abatement procedures, or other initial departure or final arrival procedures are not being considered. In order to ensure that all significant issues pertaining to the proposed action are identified, public scoping meetings will be held.

This EIS is being tiered from an earlier EIS that examined the impacts associated with consolidation of four TRACONs and construction of a new consolidated facility called the Potomac Consolidated TRACON (PCT). A Record of Decision (ROD) on that first tier was published in the **Federal Register** on

June 9, 1999. The ROD documented FAA's decision to consolidate the TRACONs in a new building to be built at the former Vint Hill Farms Station in Fauquier County, Virginia.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph Champley, Project Support Specialist, Federal Aviation Administration, FAA Air Traffic Control Systems Command Center, Potomac Program Office, 13600 EDS Drive, Suite 100, Herndon, VA 20171-3233 (800) 762-9531. Email: joe.champley@faa.gov.

SUPPLEMENTARY INFORMATION: A TRACON facility provides radar air traffic control (ATC) services to aircraft operating on Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) procedures generally beyond 5 miles and generally 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 infrastructure constraints such as adequate radar and radio frequency coverage. The primary function of the TRACON is to provide a variety of ATC services to arrival, departure, and transient aircraft within its assigned airspace. These services include aircraft separation, in-flight traffic advisories and navigational assistance. The four existing TRACON facilities provide terminal radar ATC services to aircraft approaching/leaving the four major airport areas and a number of small reliever airports located within the study area. They will be consolidated and replaced by a single facility to be built at Vint Hill Farms in Fauquier County, VA. FAA expects to commission the new facility in May 2002. FAA operated control towers will remain at each of the airports after the TRACON consolidation.

FAA will conduct an in depth analysis of aircraft routes and altitudes as well as ATC procedures. The purpose is to determine what, if any, new routes, altitudes or procedures could be implemented that would take advantage of the TRACON consolidation, improved aircraft performance, and new and emerging ATC technologies. The goals of the study are to enhance safety, reduce operating costs and reduce environmental impacts of Potomac TRACON controlled aircraft in the study area. The project study area is generally within a 75 mile radius of the Georgetown Non-Directional Radio Beacon, a radio navigational aid located near the Chain Bridge in Washington, DC.

Additional information on the Potomac TRACON is available on the

Internet at <http://www.faa.gov/ats/potomac>.

Public Scoping Meetings: To facilitate the receipt of comments on the EIS, five public scoping meetings will be held. The meetings will be held from 1:30 to 3 p.m. and 7 to 9 p.m. at the following locations:

- October 19, 1999 at the Dulles Airport Hilton, 13869 Park Center Road, Herndon, VA 22071 (Off McLearen Rd, at Route 28)
- October 20, 1999 at the Gaithersburg Hilton, 620 Perry Parkway, Gaithersburg, MD 20877 (On I-270), take Exit 11 to Montgomery Village Ave (Rt. 124 East). Right at second light (Rt. 355). Right at first light to Perry Parkway. Proceed to Hilton beyond circle)
- October 26, 1999 at the Colony South, 7401 Suratts Road, Clinton, MD 20748 (Near Andrews AFB, off Route 5 in Clinton, MD)
- October 27, 1999 at the Maritime Institute of Training and Graduate Studies, 5700 Hammons Ferry Road, Linthicum Heights, MD 21090 (On I-295 (BWI Parkway), take West Nursey Road exit. (If you are heading North towards Baltimore on I-295, at end of exit, bear right onto Nursey Road. If you are heading South towards Washington on I-295, at end of exit, bear left onto Nursey Road). Go to first traffic light and turn left onto International Drive. Go to first street and turn left onto Aero Dr. This will lead end into MITAGS property. Turn right on the driveway and follow signs to Conference Center. Proceed to Building #3 (Academic Building). Meeting is on the Lower Level in Classroom #1)
- October 28, 1999 at the National Rural Electric Cooperative Association, 4301 Wilson Blvd., Arlington, VA 22203 (Intersection of Wilson Blvd. and Taylor Street in the Ballston area opposite the Ballston Mall. Parking is available in the garage under the building. Enter off Taylor Street. Ballston Metro stop is approximately two blocks away. Meeting will be in the first floor Conference Center)

A separate meeting will be held from 1:30 to 4 p.m. primarily for Federal, State and local agency staff in accordance with NEPA coordination requirements. However, this meeting is also open to the public:

- October 21, 1999 at the Holiday Inn Capitol, 550 C Street SW, Washington, DC 20024 (Between National Air and Space Museum and Dept. of Transportation (intersection of C and 6th Street) near L'Enfant Plaza Metro Station)

If there is a demand and adequate interest from other areas that could be affected by the airspace redesign, additional meetings may be scheduled. Additionally, for those unable to attend a meeting written comments sent to the address shown below are invited.

The scoping period for this project formally begins with this announcement. Scoping will conclude ninety days after the date of this announcement. To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions on the scope are invited from Federal, State, and local agencies, and other interested parties. Comments and suggestions may be sent to: FAA Potomac TRACON Project, c/o Mr. Fred Bankert, PRC, Inc., 12005 Sunrise Valley Drive, Reston, VA 20191-3423. EMAIL: fred.ctr.bankert@faa.gov.

Dated: August 30, 1999.

John Mayhofer,

Director TRACON Development Program.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

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

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 to be held September 27–October 1, 1999, starting at 9 a.m. The meeting will be held at Marconi Electronic System Avionics Head Office, Airport Works, Rochester, Kent, England.

The agenda will be as follows: Monday, September 27, Opening Plenary Session: (1) Welcome and Introductions; (2) Review/Approval of Meeting Agenda; (3) Review Summary of the Previous Meeting. (4) New Business; (5) Subgroup 2, Terrain and Obstacle Databases: (a) Review of Summary of the Previous Minutes; (b) Review of Actions Taken during the Previous Meeting; (c) Presentations; (d) Review of the Draft Document. Tuesday, September 28: (6) Subgroup 2, Continuation of previous day's discussions. Wednesday, September 29: (7) Subgroup 3, Airport Databases: (a) Review of Summary of the Previous Minutes; (b) Review of Actions Taken During the Previous Meeting; (c) Presentations; (d) Review of the Draft