

(NBAA) 2004 Convention. Times: 1:30 p.m.–3 p.m. on October 12, 2004.

FOR FURTHER INFORMATION CONTACT: Debi Bacon, Weather Policy and Standards, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385–7705; Fax: (202) 385–7701; e-mail: debi.bacon@faa.gov. Internet address: <http://www.debi.bacon@faa.gov>.

SUPPLEMENTARY INFORMATION:

History

In 1999, the FAA established an Aviation Weather Technology Transfer (AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development into operations. The Manager of Operations Planning Policy and Administration chairs the AWTT Board. The board is composed of stakeholders in the Air Traffic Organization, ATO and Regulation and Certification, AVR in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, OS and the Office of Science and Technology, OST in the National Weather Service.

The AWTT Board meets semi-annually or as needed, to determine the readiness of weather research and development (R&D) products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determinations will be based upon criteria in the areas of users' needs; benefits; costs; risks; technical readiness; operational readiness and budget requirements.

The user interface process is designed to allow FAA to both report progress and receive feedback from industry users. Each AWTT board meeting will be preceded by a half-day industry review session approximately one month prior to each board meeting. These industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry review session intended to receive feedback on weather R&D products that will be presented for consideration at the November 2004 AWTT Board meeting. The products to be considered are the Graphical Turbulence Guidance Flight (GTG) Flight Level 100–200 and the Forecast Icing Product—Alaska (FIP–AK).

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. This meeting is being held in conjunction with the NBAA Convention 2004. There is a charge to attend the NBAA convention; however, any person desiring to attend this informal meeting will be admitted by NBAA convention officials at no charge to this meeting only.

(c) FAA personnel will present a briefing on changes to the AWTT and user input process made in the last year. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of that presentation that is not clear.

(d) FAA personnel will present a briefing on the specific products to be reviewed at the November 2004 AWTT Board Meeting. 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) Any person present may give feedback on the product to be presented. Feedback on the proposed product will be captured through discussion between FAA and personnel and any persons attending the meeting. The meeting will not be formally recorded.

(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 at the meeting.

(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.
- (c) Briefing on weather products.
- (d) Request for user input.
- (e) Closing comments.

Issued in Washington, DC on September 27, 2004.

Richard J. Heuwinkel,
Manager, Weather Policy and Standards.
[FR Doc. 04–21863 Filed 9–28–04; 8:45 am]
BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Passenger Facility Charge (PFC) Approvals and Disapprovals

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Monthly Notice of PFC Approvals and Disapprovals. In August 2004, there were two applications approved. This notice also includes information on one application, approved in July 2004, inadvertently left off the July 2004 notice. Additionally, 11 approved amendments to previously approved applications are listed.

SUMMARY: The FAA publishes a monthly notice, as appropriate, of PFC approvals and disapprovals 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). This notice is published pursuant to paragraph d of § 158.29.

PFC Applications Approved

Public Agency: Columbus Regional Airport Authority, Columbus, Ohio.

Application Number: 04–07–C–00–CMH.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$77,562,914.

Earliest Charge Effective Date: October 1, 2004.

Estimated Charge Expiration Date: December 1, 2009.

Class of Air Carriers Not Required to Collect PFC's: Air taxi/commercial operators when enplaning revenue passengers in service and equipment reportable to FAA on FAA Form 1800–31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent on the total annual enplanements at Ports Columbus International Airport.

Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:

Terminal and curb front signage improvements.

Flight information display system/baggage information display system improvements/upgrade and public address system improvements.

PFC program formulation and administrative.

Snow removal equipment—runway brooms.

Snow removal equipment—heavy trucks.
Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:

Concourse C—apron expansion/taxiway.
 Concourse C—five gate expansion.
 Runway 10R hold apron relocation.
 West extension of taxiway B.
 Runway 10R glide slope relocation.
 Taxiway C rehabilitation.
 Antenna farm relocation.
 Terminal apron rehabilitation/glycol collection.

Perimeter and tug roads—phase 1.
 Runway 10R/28L rehabilitation.
 Runway 10R/28L safety area improvements.
 Stelzer Road and other airfield safety fencing.
 East apron rehabilitation.
 Safety area improvements on taxiway E.

International gate/federal inspection services expansion.
 Rehabilitate east portion of Lane fixed base operator apron.
 Access control system replacement.
Decision Date: July 30, 2004.

FOR FURTHER INFORMATION CONTACT:
 Jason K. Watt, Detroit Airports District Office, (734) 229-2906.

Public Agency: Airport Authority of Washoe County, Reno, Nevada.
Application Number: 04-08-C-00-RNO.

Application Type: Impose and use of PFC.

Total PFC Revenue Approved in this Decision: \$25,440,000.

PFC Level: \$3.00.
Earliest Charge Effective Date: December 1, 2004.

Estimated Charge Expiration Date: April 1, 2005.

PFC Level: \$4.50.
Earliest Charge Effective Date: April 1, 2005.

Estimated Charge Expiration Date: January 1, 2008.

Class of Air Carriers Not Required to Collect PFC's: Nonscheduled/on-demand air carriers filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Reno/Tahoe International Airport.

Brief Description of Project Approved for Collection and Use at a \$4.50 PFC Level: Checked baggage security screening system.

Brief Description of Project Approved for Collection and Use at a \$3.00 PFC Level: Second floor concourse restroom expansion.

Decision Date: August 23, 2004.

FOR FURTHER INFORMATION CONTACT:
 Joseph Rodriguez, San Francisco Airports District Office, (650) 876-2805.

Public Agency: New Orleans Aviation Board, New Orleans, Louisiana.

Application Number: 04-07-C-00-MSY.

Application Type: Impose and use a PFC.

PFC Level: \$4.50.

Total PFC Revenue Approved in this Decision: \$60,199,838.

Earliest Charge Effective Date: May 1, 2011.

Estimated Charge Expiration Date: March 1, 2014.

Class of Air Carriers Not Required to Collect PFC's: Nonscheduled/on-demand air carriers filing FAA Form 1800-31.

Determination: Approved. Based on information contained in the public agency's application, the FAA has determined that the proposed class accounts for less than 1 percent of the total annual enplanements at Louis

Armstrong New Orleans International Airport.

Brief Description of Projects Approved for Collection and Use at a \$3.00 PFC Level:

Airport interior signage.
 Exterior terminal renovations—lower roadway.
 Gate utilization study.
 Terminal heating, ventilation, and air conditioning rehabilitation, phase II.
 Terminal pedestrian access enhancements.

Airport master plan.
 Replace apron high mast lighting.
 Terminal heating ventilation, and air conditioning rehabilitation, phase III.
 Terminal interior and exterior improvements.

Transportation center expansion.
Brief Description of Projects Approved for Collection and Use at a \$4.50 PFC Level:

Concourse C checkpoint expansion.
 Construct connector taxiway U.
 Construct holding bay—runway 19.
 Federal inspection services facility.
 Transportation Security Administration—related terminal modifications.

Part 1542 security system.
 Residential sound insulation program/land acquisition.

Terminal apron expansion.
Brief Description of Withdrawn Projects: Noise mitigation flight tracking system.

Determination: This project was withdrawn by the public agency on June 24, 2004. Concourses A and B terminal reflooring.

Determination: This project was withdrawn by the public agency on August 24, 2004.

Decision Date: August 26, 2004.

FOR FURTHER INFORMATION CONTACT: G. Thomas Wade, Southwest Region Airports Division, (871) 222-5613.

AMENDMENTS TO PFC APPROVALS

Amendment No. City, State	Amendment approved date	Original approved net PFC revenue	Amended approved net PFC revenue	Original estimated charge exp. date	Amended estimated charge exp. date
97-01-C-03-ATL Atlanta, GA	06/17/04	\$944,143,576	\$1,463,359,982	05/01/05	10/01/08
00-02-U-01-ATL Atlanta, GA	06/17/04	NA	NA	05/01/05	10/01/08
92-01-C-03-PSP Palm Spring, CA	07/23/04	76,883,179	88,415,656	07/01/24	07/01/29
*91-01-C-05-LAS Las Vegas, NV	08/16/04	1,052,934,909	1,052,934,909	09/01/14	07/01/11
93-02-C-02-LAS Las Vegas, NV	08/16/04	21,496,000	21,496,000	02/01/16	02/01/16
94-03-U-01-LAS Las Vegas, NV	08/16/04	NA	NA	09/01/14	07/01/11
94-04-C-01-LAS Las Vegas, NV	08/16/04	510,808,093	510,808,093	11/01/24	11/01/24
93-02-C-03-LAS Las Vegas, NV	08/16/04	21,496,000	21,496,000	02/01/16	11/01/11
94-03-U-02-LAS Las Vegas, NV	08/16/04	NA	NA	02/01/16	11/01/11
*94-04-c-02-LAS Las Vegas, NV	08/16/04	510,808,093	510,808,093	11/01/24	01/01/17
01-05-C-02-DFW Dallas/Ft. Worth, TX	08/16/04	1,681,378,289	2,191,494,482	05/01/13	07/01/15

Note: The amendment denoted by an asterisk (*) includes a change to the PFC level charged from \$3.00 per enplaned passenger to \$4.50 per enplaned passenger. For Las Vegas, NV, this change is effective on November 1, 2004.

Issued in Washington, DC on September 23, 2004.

JoAnn Horne,

Manager, Financial Analysis and Passenger Facility Charge Branch.

[FR Doc. 04-21867 Filed 9-28-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 04-03-U-00-PIT To Use the Revenue From a Passenger Facility Charge (PFC) at Pittsburgh International Airport, Pittsburgh, PA

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 use the revenue from a PFC at Pittsburgh 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before October 29, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Ms. Lori Ledebom, PFC Contact, Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John R. Serpa, of the Allegheny County Airport Authority at the following address: Allegheny County Airport Authority, P.O. Box 12370, Pittsburgh, Pennsylvania 15231-0370.

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

FOR FURTHER INFORMATION CONTACT: Ms. Lori Ledebom, PFC Contact, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, Pennsylvania 17011, 717-730-2835. 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 use the revenue from a PFC at Pittsburgh 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) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On August 26, 2004, the FAA determined that the application to use the revenue from a PFC submitted by Allegheny County Airport Authority was substantially complete 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 November 24, 2004.

The following is a brief overview of the application.

PFC Application No.: 04-03-U-00-PIT.

Level of the proposed PFC: \$3.00.

Proposed charge effective date: October 1, 2001.

Proposed charge expiration date: October 1, 2006.

Total estimated PFC revenue: \$7,834,933.

Brief description of proposed project(s):—Improve Runway Safety Areas for Runways 10L-28R and 10R-28L.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs:—Non-schedules, on-demand air carriers filing DOT 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 airports office located at: Eastern Region, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, New York 11434.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Allegheny County Airport Authority.

Dated: Issued in Camp Hill, PA on September 22, 2004.

Lori Ledebom,

PFC Contact, Harrisburg Airports District Office, Eastern Region.

[FR Doc. 04-21864 Filed 9-21-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of the Posting of Draft Technical Analyses Data and Other Documentation for the O'Hare Modernization Environmental Impact Statement, Chicago O'Hare International Airport, Chicago, IL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) gives notice of the availability of draft Technical Analyses Data and other documentation being used as part of the O'Hare Modernization Environmental Impact Statement (EIS) for Chicago O'Hare International Airport, Chicago, Illinois. In support of the planning and environmental analyses of the O'Hare Modernization EIS, the FAA is using computer simulation modeling. The computer modeling includes Delay and Travel Time Analysis, Noise Analysis, Air Quality Analysis, and Surface Transportation Analysis. As this data becomes available in draft final form, the FAA will post the various components of each analysis such as the assumptions, project files, and supporting material used in the modeling efforts. This information can be found at <http://www.agl.faa.gov/OMP/EISTechSim/TechSim.htm>.

This information is being provided to facilitate early involvement of the public in the EIS process. The FAA plans to post over five million pages of data, and other EIS related documentation prior to the release of the Draft EIS. Other EIS related documentation is also available on the following Web sites: <http://www.agl.faa.gov/omp> and <http://www.ompeis.net>.

DATES: Effective Date: July 27, 2004.

FOR FURTHER INFORMATION CONTACT: Barry Cooper, Manager, Chicago Area Modernization Program Office, Great Lakes Region, 2300 East Devon Avenue, Des Plaines, IL 60018; Telephone: (847) 294-7369, fax: (847) 294-8157, Internet: ompeis@faa.gov.

Issued in Des Plaines, Illinois on September 13, 2004.

Barry Cooper,

Manager, Chicago Area Modernization Program Office, Great Lakes Region.

[FR Doc. 04-21866 Filed 9-28-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2004-19192]

Information Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this