

Virginia Department of Motor Vehicles, 2300 West Broad Street, Richmond, VA 23269.

2. Newport News: January 27, 2010 from 5:30 to 8 p.m. Eastern Standard Time. City Center Conference Facilities, James and Warwick Rooms, 700 Town Center Drive, Newport News, VA 23606.

3. Norfolk: January 28, 2010 from 5:30 to 8 p.m. Eastern Standard Time. Half Moore Cruise and Celebration Center, One Waterside Drive, Norfolk, VA 23510.

ADDRESSES: Comments may be submitted at the public hearings both verbally and in writing. Written comments may be submitted via the project Web site at <http://www.rich2hrrail.info> or mailed to VDRPT at the Commonwealth of Virginia, Department of Rail & Public Transportation, 600 East Main Street, Suite 2102, Richmond, VA 23219, Attention: Public Information Office.

FOR FURTHER INFORMATION CONTACT: For further information regarding the DEIS or the Project, please contact: Ms. Christine Fix, Department of Rail & Public Transportation, 600 East Main

Street, Suite 2102, Richmond, VA 23219 (telephone 804 786-1052); or by e-mail at christine.fix@drpt.virginia.gov with "Richmond-Hampton Roads Passenger Rail Project" in the subject heading, or Mr. John Winkle, Transportation Industry Analyst, Office of Passenger Programs, Federal Railroad Administration, 1200 New Jersey Ave., SE., Room W38-311, Washington, DC 20590 (telephone 202 493-6067), or by e-mail at John.Winkle@DOT.Gov with "Richmond-Hampton Roads Passenger Rail Project" in the subject heading.

SUPPLEMENTARY INFORMATION: The DEIS evaluates the environmental impacts of the Richmond-Hampton Roads Passenger Rail Project, which proposes passenger rail service improvements between the City of Richmond, VA and the Hampton Roads region. As a Tier I document, the DEIS focuses on program level decisions affecting potential passenger rail service in the Richmond-Hampton Roads corridor. The DEIS analyzes a Status Quo Alternative, the No Action Alternative and three Build Alternatives. The Build Alternatives focus on two rail routes to implement passenger rail service improvements:

the Peninsula/CSX Route and the Southside/NS Route. The Build Alternatives examine a combination of conventional (79-mph) and higher speed (90 and 110-mph) passenger rail services with varying service frequencies over the two routes. This rail service would serve as an extension of the Southeast High Speed Rail Corridor, providing rail connections to the Southeast, Northeast, and Mid-Atlantic Regions. Potential environmental impacts of the Build Alternatives include increased noise and vibration, local traffic impacts associated with stations, impacts on historic properties and archeological sites, impacts on parks and recreation resources, impacts on sensitive biological resources and wetlands, and use of energy. Mitigation strategies are described to avoid or minimize potential impacts. Such strategies would be further refined in subsequent environmental review.

Availability of the DEIS

DRPT has placed copies of the Draft EIS and appendices at the following libraries:

Blackwater Regional Library
Chesterfield County Public Library
Gloucester Public Library
Maude Langhorne Nelson Library
York County Public Library/Tabb Library
Pamunkey Regional Library
Portsmouth Main Public Library
Suffolk Morgan Memorial Public Library
Williamsburg Regional Library/Williamsburg Library
Henrico County Municipal Government and Law Library

Chesapeake Public Library
Colonial Heights Public Library
Hampton Main Public Library
Newport News Main Public Library
Norfolk Main Library
Petersburg Central Public Library
Richmond Main Public Library
Virginia Beach Central Library

Commenters are advised to check the project website for a complete list of library locations and addresses.

The document is also available at the Virginia Department of Rail and Public Transportation Office in Richmond, 600 East Main Street, Suite 2102, Richmond, VA; the Hampton Roads Transportation Planning Organization Office in Chesapeake, The Regional Building, 723 Woodlake Drive, Chesapeake, VA; the Richmond Area Metropolitan Planning Organization, located at the Richmond Regional Planning District Commission, 9211 Forest Hill Avenue, Suite 200, Richmond, VA; and the Tri-Cities Area Metropolitan Planning Organization, located at the Crater District Planning Commission, 1964 Wakefield Street, Petersburg, VA. In addition, electronic versions of the Draft EIS and appendices are available through FRA's Web site at <http://www.fra.dot.gov/us/content/2316>, on the VDRPT Web site at <http://www.drpt.virginia.gov/projects/>

[hamptonpassenger.aspx](http://www.rich2hrrail.info), and the project Web site at <http://www.rich2hrrail.info>.

Issued in Washington, DC, on December 18, 2009.

Mark E. Yachmetz,

Associate Administrator for Railroad Development.

[FR Doc. E9-30724 Filed 12-28-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Second Meeting, Special Committee 223: Airport Surface Wireless Communications

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 223: Airport Surface Wireless Communications meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 223: Airport Surface Wireless Communications.

DATES: The meeting will be held January 26-27, 2010 from 9 a.m.-5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

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 RTCA Special Committee 223: Airport Surface Wireless Communications meeting. The agenda will include:

Tuesday, January 26, 2010*Tuesday Morning—Plenary:*

- Opening Session (Welcome, Introductions, Administrative Remarks, Approve/Review Meeting #1 Summary).
- Special Committee Leadership.
- Designated Federal Official (DFO): Mr. Brent Phillips.
- Co-Chair: Mr. Alope Roy, Honeywell International.
- Co-Chair: Mr. Ward Hall, ITT Corporation.
- Agenda Overview.
- Report from EUROCAE WG 82 Kick-off meeting.
- AeroMACS Profile Working Group Status.

Tuesday Afternoon—Profiles WG Breakout Session:

- Document Structure.
- Review of AeroMACS System Requirements Document from EUROCONTROL.
- Technical work on AeroMACS Profile.

Wednesday, January 27, 2010*Wednesday Morning—Profiles WG Breakout Session:*

- Continue AeroMACS Profile definition.

Wednesday Afternoon—Reconvene Plenary:

- Profiles WG Status Report and Plenary Guidance.
- Establish Agenda, Date and Place for the next plenary meeting.
- Review of Meeting summary report.
- Adjourn—Expected by 3 p.m. on January 27.

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 December 22, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. E9-30778 Filed 12-28-09; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Noise Exposure Map Notice; Kissimmee Gateway Airport, Kissimmee, Florida**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the City of Kissimmee for Kissimmee Gateway Airport under the provisions of 49 U.S.C. 47501 *et seq* (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: Effective Date: The effective date of the FAA's determination on the noise exposure maps is December 11, 2009.

FOR FURTHER INFORMATION CONTACT: Lindy McDowell, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive, Orlando, Florida 3288, 407-812-6331.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Kissimmee Gateway Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR) Part 150, effective November 16, 2009. Under 49 U.S.C. 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by the City of Kissimmee.

The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR part 150 includes: Map A—2009 Noise Exposure Map; Map B—2014 Noise Exposure Map; Table 5.1, 2009 Annual Operations; Table 5.2, 2009 Annual—Average Day Fleet Mix (Itinerant Operations); Table 5.3, 2009 Annual Average Day Fleet Mix (Local Operations); Table 5.4, 2014 Annual Operations; Table 5.5, 2014 Annual—Average Day Fleet Mix (Itinerant Operations); Table 5.5, 2014 Annual Average Day Fleet Mix (Local Operations); Table 5.10, Percentage Runway Utilization; Table 5.11, Percentage Helicopter Runway/Helipad Utilization; Tables 5.12—5.14, Flight Track Percentages; Figure 5.1, Runway 15 Flight Tracks; Figure 5.2, Runway 24 Flight Tracks; Figure 5.3, Runway 33 Flight Tracks; Figure 5.4, Runway 06 Flight Tracks; Figure 5.5, Local Flight Tracks; Figure 5.6, Helicopter Flight Tracks; Figure 6.1, 2009 DNL Contour; Figure 6.2, 2014 DNL Contour; Figure 6.5, 2009 Land Use Noise Contours; Figure 6.6, 2014 Land Use Noise Contours; Figure 6.8A, Residential Land Uses within the 65 DNL Contour; Table 6.1, 2009 DNL Contour Population Summary; Table 6.2, 2014 DNL Contour Population Summary; Map A—North Flow Flight Tracks; Map A—South Flow Flight Tracks; Map A—Helicopter and Local Flight Tracks; Map B—North Flow Flight Tracks; Map B—South Flow Flight Tracks; and Map B—Helicopter and Local Flight Tracks. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on December 11, 2009.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR Part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which