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.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: David S. Stelling, Manager; Helena Airports District Office, HLN–ADO; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive, Helena, Montana 59602–1213.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to John Seymour, AAE, Director of Airports: Missoula County Airport Authority, 5225 Highway 10 West, Missoula, Montana 59808.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Missoula International Airport, under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: David S. Stelling, Manager; Helena Airports District Office, HLN–ADO; Federal Aviation Administration; FAA Building, Suite 2; 2725 Skyway Drive, Helena, Montana 59602–1213. 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 03–04–C–00–MSO 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 Part 158).

On November 13, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by Missoula County Airport Authority, Missoula International Airport, Missoula, Montana, 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 March 5, 2003.

The following is a brief overview of the application.

Level of the proposed PFC: $4.50.

Proposed charge—effective date: February 1, 2004.

Proposed charge—expiration date: April 1, 2006.

Total requested for use approval: $832,464.

Brief description of proposed project:

Rehabilitate air carrier apron (Phrase 2).

Class or classes of air carriers, which the public agency has requested not be required to collect PFC's: Air Taxi/Commercial Operators (ATCO) filing FAA 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: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM–600, 1601 Lind Avenue SW., Suite 315, Renton, WA 98055–4056.

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

Issued in Renton, Washington on November 13, 2002.

David A. Field,

Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.

[FR Doc. 02–29663 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 Palm Beach International Airport, West Palm Beach, 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 02–26585 appearing on page 64444 in the issue of Friday, October 18, 2002, under **SUPPLEMENTARY INFORMATION**, in the first column, in the 48th line, the PFC Application No., should read, 02–07–C–00–PBI.

FOR FURTHER INFORMATION CONTACT: Matthew J. Thys, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822, (407) 812–6331.

Issued in Orlando, Florida on November 13, 2002.

W. Dean Stringer,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 02–29665 Filed 11–20–02; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Proposed Policy Statement No. ANE–2002–35.15–R0]

Policy for Propeller Safety Analysis

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of proposed policy for propeller safety analysis.

DATES: Comments must be received by January 20, 2003.

ADDRESSES: Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT.**

FOR FURTHER INFORMATION CONTACT: Jay Turnberg, FAA, Engine and Propeller Standards Staff, ANE–110, 12 New England Executive Park, Burlington, MA 01803; e-mail: *jay.turnberg@faa.gov;* telephone: (781) 238–7116; fax: (781) 238–7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

The proposed policy statement is available on the Internet at the following address: *http//www/airweb/faa/gov/rgl.* If you do not have access to the Internet, you may request a copy by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT.** The FAA invites interested parties to comment on the proposed policy. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT.** The FAA will consider all comments received by the closing date before issuing the final policy.

Background

The intent of this proposed policy is to provide guidance for conducting a propeller safety analysis. Although part 35 of Title 14 of the Code of Federal Regulations (14 CFR part 35) does not explicitly require a safety analysis, safety analyses are frequently conducted to support part 35 requirements, special conditions, and aircraft manufacturer certification requirements. The proposed policy would not establish new requirements.

Authority: 49 U.S.C. 106(g), 40113, 44701–44702, 44704.

Issued in Burlington, Massachusetts, on November 6, 2002.

Francis A. Favara,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02–29662 Filed 11–20–02; 8:45 am]

BILLING CODE 4910–13–M