

person may, upon request, inspect the application, notice and other documents germane to the application in person at Imperial County, Department of Airports, Administration office.

Issued in Lawndale, California, on November 14, 2002.

Mia Paredes Ratcliff,

Acting Manager, Airports Division, Western-Pacific Region.

[FR Doc. 02-32413 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Application 03-05-C-00-RIC to, Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Richmond International Airport, Richmond, VA

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

DATES: Comments must be received on or before January 23, 2003.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Va, 22016.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Jon E. Mathiasen, Executive Director of the Capital Region Airport Commission at the following address: Capital Region Airport Commission, 1 Richard E. Byrd Terminal Drive, Richmond International Airport, Virginia 23250-2400.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Capital Region Airport Commission under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT:

Arthur Winder, Program Manager, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, Va. 22016, (703) 661-1363. 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 impose and use the revenue from a PFC at Richmond International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On November 12, 2002, the FAA determined that the application to impose and use the revenue from a PFC submitted by Capital Region Airport Commission 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 February 12, 2003.

The following is a brief overview of the application.

Proposed charge effective date: November 1, 2016.

Proposed charge expiration date: July 1, 2005.

Level of the proposed PFC: \$3.00.

Total estimated PFC revenue:

Impose \$35,812,079.

Use \$69,367,774.

Brief description of proposed project(s):

Extend Taxiway "A" (Impose & Use).

Renovate Existing Concourses "A", "B" and "C" (Impose & Use).

Terminal Drive Flyover and Access Roads (Impose and Use).

Terminal Building Addition and Modification (Use only).

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: FAR part 135 On-demand air taxi/commercial operators (ATCO).

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, Airports Division, AEA-610, 1 Aviation Plaza, Jamaica, NY 11434-4809.

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

Issued in Dulles, Va. 22016, December 10, 2002.

Arthur Winder,

Program Manager, Washington Airports District Office.

[FR Doc. 02-32418 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Technical Standard Order (TSO)-C151b, Terrain Awareness and Warning System

AGENCY: Federal Aviation Administration (DOT).

ACTION: Availability of final TSO document.

SUMMARY: This notice announces the availability of TSO-C151b. The final TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standard (MPS) their Terrain Awareness and Warning System must meet to obtain and be identified with TSO-C151b Class A, B, or C markings.

DATES: This TSO is effective on December 17, 2002.

FOR FURTHER INFORMATION CONTACT: Ms. Bobbie J. Smith, Program Support Specialist, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, Technical Programs & Continued Airworthiness Branch, AIR-120, Room 815, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-9546.

SUPPLEMENTARY INFORMATION: This TSO is effective for new applications submitted after the effective date of this TSO. All prior revisions to this TSO are no longer effective and, in general, applications will not be accepted after the effective date of this TSO. However, applications submitted against the previous versions of this TSO may be accepted up to six months after the effective date of this TSO, in cases where we know the applicant was working against the earlier MPS before the new change became effective. Terrain Awareness and Warning Systems approved under a previous TSO authorization may continue to be manufactured under the provisions of their original approval, as specified in title 14 of the Code of Federal Regulations (14 CFR) 21.603(b). However, major design changes to TAWS equipment approved under previous versions of this TSO requires a new authorization under this TSO, per 14 CFR 21.611(b).

This is a revised TSO that sets forth minimum operational performance standards that a Terrain Awareness and Warning System (TAWS) equipment must meet to be identified with the TSO-C151b Class A, B, or C marking. This revision adds the requirements for a Class C designation.

The standards of this TSO apply to equipment intended to provide pilots and flight crews with both aural and visual alerts to aid in preventing an inadvertent controlled flight into terrain (CFIT) accident. Class A and B TAWS equipment are required by 14 CFR parts 91, 135, and 121. Class C equipment is intended for voluntary installations on aircraft not covered by the TAWS requirements in 14 CFR parts 91, 135, and 121.

How To Obtain Copies

A copy of the final TSO may be obtained via the internet at, <http://www.faa.gov/certification/aircraft/TSOA.htm>, or by contacting the person listed in the section titled **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on December 19, 2002.

David W. Hempe,

*Manager, Aircraft Engineering Division,
Aircraft Certification Service.*

[FR Doc. 02-32417 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: La Plata County, CO

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this Notice of Intent to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed transportation project to improve the safety, capacity, and efficiency of US Highway 160 from Durango to Bayfield in La Plata County, Colorado.

FOR FURTHER INFORMATION CONTACT: Joseph P. Duran, FHWA Colorado Division, 555 Zang Street, Suite 250, Lakewood, Colorado 80228. Telephone (303) 969-6730 Extension 385, or the Colorado Department of Transportation, Kerrie E. Neet, Right of Way/Environmental/Planning Manager, CDOT Region 5, 3803 North Main Ave, Suite 300, Durango, Colorado 81301, 970-385-1430 or (e-mail: kerrie.neet@dot.state.co.us).

SUPPLEMENTARY INFORMATION: The FHWA, cooperation with the Colorado Department of Transportation Region 5, will prepare an Environmental Impact Statement (EIS) on a proposal to improve the safety, capacity, and efficiency of US 160 from the US 160/US 550-east intersection, easterly through Bayfield in La Plata County.

The proposal is to widen what is primarily a two-lane roadway into a four-lane highway, with shifts and realignments in some locations. The project will also correct substandard roadway design, intersection deficiencies and consider the need to relocate the existing US 160/US 550-east intersection.

US 160 is a principal arterial on the National Highway System, providing the only major east-west corridor for the transport of people, goods, and services across southwestern Colorado. This highway serves as the major route for local and regional traffic into Durango and Bayfield. The existing US 160 highway improvements were constructed in the 1950s and 1960s, and the typical design life for a highway is 20 years. Based on projected traffic volumes, the function of this highway will continue to deteriorate, causing increased safety hazards and maintenance costs. Some sections of this highway currently exhibit an above average traffic accident rate.

The scoping process to develop alternatives along the US 160 corridor began in September 1996 and a Final US 550 and US 160 Feasibility Study was completed and signed by the FHWA in February 1999. The Feasibility Study identified the improvements needed to achieve the goals of increasing the highway's efficiency, capacity, and improving safety with concern for important public values. Public and agency input on alternatives was sought through a series of public meetings.

A draft Environmental Assessment (EA) was prepared to determine the potential for significant impacts due to the proposed highway widening and shifts in alignment. As a result of this analysis and issues raised during the public process, the FHWA has determined that preparation of an EIS is appropriate. Identified impacts warranting this determination include wetlands, threatened/endangered species, environmental justice, wildlife, and private property owner concerns.

Changes in the anticipated land use and jurisdiction are in progress for the western portion of the project corridor known as "Grandview." This area is being studied for urban services and is likely to be annexed to the City of Durango. This warrants the consideration of a new "urban" type of four-lane improvement. Consideration of all reasonable alternatives will be performed to determine how to best meet the project purpose and need. Alternative alignments developed in the EA process will be reevaluated for potential inclusion in the EIS. As required by NEPA, the EIS will also

evaluate a "No Action" alternative as a baseline for comparing impacts of all the alternatives. Multimodal facilities, including park-n-ride lots and shared use (bicycle/pedestrian) paths, will be considered as part of the alternatives analysis.

A public scoping meeting will be held during February or March 2003 to present alternatives. Notices of this public meeting will be mailed to citizens, property owners, agencies, and posted in local news media. Draft and Final Environmental Impact Statements will be prepared and made available for public and agency review prior to public hearings.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 4, 2002.

Joseph P. Duran,

*Operations Engineer, Colorado Division
FHWA, 555 Zang Street Suite 250, Lakewood,
CO 80228.*

[FR Doc. 02-32301 Filed 12-23-02; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Guidance on Traffic Control Devices at Highway-Rail Grade Crossings

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice; issuance of guidance.

SUMMARY: This notice announces that the FHWA has issued guidance to assist engineers in selection of traffic control devices or other measures at highway-rail crossings. The report, "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings" is available at the following URL: <http://safety.fhwa.dot.gov/media/twgreport.htm>. This guidance is designed to assist in decisions to install traffic control devices or otherwise improve highway-rail grade crossings.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Winans, Office of Safety Design, HSA-10, 202-366-4656 or Mr. Raymond Cuprill, Office of the Chief