

- Development of Long-Term Parking ATS Station and Intermodal Connection
 - Additional Fuel Tank-Farm Development in Northwest Airfield
 - Development of City Warehouse and Trades Building
 - Eastside Collateral Development
 - O'Hare Roadway Improvements
- Copies of the World Gateway Program Draft EA are available at the following locations:

Arlington Heights Memorial Library, 500 N. Dunton Ave., Arlington Heights, IL 60004
 Bensenville Public Library, 200 S. Church Rd., Bensenville, IL 60106
 College of DuPage Library, 425 Fawell, Glen Ellyn, IL 60137
 Des Plaines Public Library, 1501 Ellinwood St., Des Plaines, IL 60016
 Eisenhower Public Library, 4652 N. Olcott Ave., Harwood Heights, IL 60706
 Elk Grove Village Public Library, 1011 Wellington, Ave., Elk Grove Village, IL 60007
 Elmhurst Public Library, 211 Prospect Ave., Elmhurst, IL 60126
 Franklin Park Public Library, 10311 Grand Ave., Franklin Park, IL 60131
 Harold Washington Library, 400 South State St., 5th Floor, Chicago, IL 60605
 Itasca Community Library, 500 W. Irving Park Rd., Itasca, IL 60143
 Melrose Park Public Library, 801 Broadway St., Melrose Park, IL 60160
 Mount Prospect Public Library, 10 S. Emerson St., Mount Prospect, IL 60056
 Northlake Public Library, 231 N. Wolf Rd., Northlake, IL 60164
 Oakton Community College Library, Des Plaines, IL 60016
 Park Ridge Public Library, 20 S. Prospect Ave., Park Ridge, IL 60068
 River Grove Public Library, 8638 Grand Ave., River Grove, IL 60171
 Roselle Public Library, 40 S. Park St., Roselle, IL 60172
 Schiller Park Library, 4200 Old River Rd., Schiller Park, IL 60176
 Wood Dale Public Library, 520 N. Wood Dale Rd., Wood Dale, IL 60191

Issued in Des Plaines, Illinois, on November 7, 2001.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and To Conduct Environmental Scoping for Improvements to the Gary/Chicago Airport in Gary, IN

AGENCY: Federal Aviation Administration, DOT.

ACTION: Corrected notice to prepare an Environmental Impact Statement and to hold a public scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this corrected notice to advise the public that an Environmental Impact Statement or other appropriate environmental documentation will be prepared to assess certain improvements to the Gary/Chicago Airport. This corrected notice changes the comment receipt date from December 19, 2001 to December 27, 2001 and also changes the scoping meeting date from December 5, 2001 to December 13, 2001. The environmental review will assess improvements associated with the existing air carrier Runway 12-30, including railroad relocation and improved runway safety areas; an extension of the existing air carrier Runway 12-30; expansion of the existing terminal site; and analysis of sites for new passenger terminal and air cargo areas. A public scoping process will be held in order that all significant issues related to the proposed actions are identified.

FOR FURTHER INFORMATION CONTACT:

Michael W. MacMullen, Airports Environmental Program Manager, Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. MacMullen can be contacted at (847) 294-7522 (voice), (847) 294-7046 (facsimile).

SUPPLEMENTARY INFORMATION: At the request of the Gary/Chicago Airport Authority, the FAA is preparing an Environmental Impact Statement or other appropriate environmental documentation. The review will address specific improvements of Gary/Chicago Airport as identified during the 2001 Airport Master Plan process and shown on the 2001 Airport Layout Plan. The following improvements have been grouped in four categories and are identified as ripe for review and decision: Improvements associated with Existing Runway 12-30, the primary air carrier runway at the airport, relocate E.J. & E. Railroad, acquire land northwest of airport to allow for modifications to runway safety area, relocate airside perimeter roadway, relocate Runway 12-30 nav aids, improve Runway Safety Area for Runway 12, relocate Runway 12 threshold to remove prior displacement, and acquire land southeast of airport, located within or immediately adjacent to runway protection zone; Extension of Runway 12-30, including acquire land or rights northwest of existing runway,

relocate/bury power lines, relocate airside perimeter roadway, extend Runway 12-30 (1,900 feet by 150 feet), relocate Runway 12-30 nav aids, displace Runway 30 threshold using declared distance standards, extend parallel taxiway A to new end of Runway 12, construct deicing hold pads on Taxiway A at Runway 12 and Runway 30, and develop two high-speed exit taxiways; Expansion of existing passenger terminal to accommodate projected demands; and analysis of sites adjacent to extended runway for aviation related development, including new passenger terminal and air cargo areas.

The purpose and need for these improvements will be reviewed in the environmental documentation. All reasonable alternatives will be considered including the no-action alternative.

Copies of a scoping document with additional detail can be obtained by contacting the FAA informational contact person identified above. Federal, State, and local agencies and other interested parties are invited to make comments and suggestions to ensure that the full range of issues related to these proposed actions are addressed and all significant issues identified. The FAA informational contact person identified above should receive these comments and suggestions by December 27, 2001.

Public Scoping Meeting: To facilitate receipt of comments, two public scoping meetings will be held on December 13, 2001 at the Gary/Chicago Airport, 6001 Industrial Highway, Gary, Indiana. The first meeting will be held between 10:00 AM and 2:00 PM for Federal, State, and local agencies in the administrative offices. The second meeting will be held from 3:00 pm to 7:00 pm for other interested parties in the passenger terminal facility.

Issued in Des Plaines, Illinois, on November 7, 2001.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 193/EUROCAE Working Group 44 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 193/EUROCAE Working Group 44: Terrain and Airport Databases.

DATES: The meeting will be held December 3–7, 2001 from 9 am–5 pm.

ADDRESSES: The meeting will be held at FAA National Aeronautical Charting Organization (NACO), NOAA Bldg., SSMC–2, Room 2358, 1305 East-West Highway, Silver Spring, MD.

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 Special Committee 193/EUROCAE Working Group 44 meeting. The agenda will include:

- December 3:
- Opening Plenary Session (Welcome and Introductory Remarks, Review/Approval of Meeting Agenda, Review Summary of Previous Meeting)
- Presentations/Discussions of formation of new Subgroup 4 (Database Exchange Format); Introduction of new Subgroup 4 Chairman
- Subgroup 2 (Terrain and Obstacle Databases):
- Review past minutes and actions; Presentations; Review of draft document; Begin Final Review and Comment (FRAC) process for Standards for Terrain and Obstacle Databases document.
- Subgroup 4 (Database Exchange Format):
- Begin new subgroup 4; Establish goals and objectives for new subgroup; Start work on new document.
- December 4, 5, 6:
- Subgroups 2 and 4 continue discussions
- Plenary Forms:
- Complete FRAC process and achieve plenary consensus for the Standards for Terrain and Obstacle Database document.
- December 7:
- Closing Plenary Session (Summary of Subgroups 2 and 4 meetings; Assign Tasks, Other Business, Date and Place of Next Meeting, Adjourn)

Attendance is open to the interested public but limited to space availability.

With the approval of the chairman, 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 November 9, 2001.

Janice L. Peterson,

FAA Special Assistant, RTCA Advisory Committee.

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BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA 2001–9972; Formerly FRA Docket No. 87–2, Notice No. 12]

RIN 2130–AB20

Automatic Train Control (ATC) and Advanced Civil Speed Enforcement System (ACSES); Northeast Corridor (NEC) Railroads

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Amendment to Order of Particular Applicability Requiring ACSES Between New Haven, Connecticut and Boston, Massachusetts—Extension of Time Within Which CSX Transportation (CSXT) is Required to Complete Software Testing.

SUMMARY: FRA amends its Order of Particular Applicability requiring all trains operating on the Northeast Corridor (NEC) between New Haven, Connecticut and Boston, Massachusetts (NEC—North End) to be equipped to respond to the new Advanced Civil Speed Enforcement System (ACSES) system. This amendment extends the date by which CSXT must complete testing of new Amtrak operational software on three CSXT ACSES-equipped locomotives from September 16, 2001, to March 16, 2002. This action is necessary because of delays in the development of the software, which will be used to support more efficient operations.

DATES: The amendments to the Order are effective November 16, 2001.

FOR FURTHER INFORMATION CONTACT: W. E. Goodman, Staff Director, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493–6325); Paul Weber, Railroad

Safety Specialist, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493–6258); or Patricia V. Sun, Office of Chief Counsel, Mail Stop 10, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493–6038).

For instructions on how to use this system, visit the Docket Management System Web Site and click on the “Help” menu. This docket is also available for inspection or copying at room PL–401 on the plaza level of the Nassif Building at the U.S. Department of Transportation, 400 7th Street, SW., Washington, DC 20590–0001, during regular business hours.

SUPPLEMENTARY INFORMATION: The Order of Particular Applicability, as published on July 22, 1998, set performance standards for cab signal/automatic train control and ACSES systems, increased certain maximum authorized train speeds, and contained safety requirements supporting improved rail service on the NEC. 63 FR 39343. Among other requirements, the Order required all trains operating on track controlled by the National Railroad Passenger Corporation (Amtrak) on the NEC—North End to be controlled by locomotives equipped to respond to ACSES by October 1, 1999. In four later notices, FRA amended the Order to reset the implementation schedule and make technical changes. 64 FR 54410, October 6, 1999; 65 FR 62795, October 19, 2000; 66 FR 1718, January 9, 2001; and 66 FR 34512, June 28, 2001.

Background

FRA is making the amendment to this Order effective upon publication instead of 30 days after the publication date in order to realize the significant safety and transportation benefits afforded by the ACSES system at the earliest possible time. All affected parties have been notified.

FRA is not reopening the comment period since the sole amendment to this Order is to extend temporary operating protocols for CSXT that had expired on September 16, 2001. The amendment allows these protocols to remain effective until March 16, 2002. This amendment will be effective for fewer than six months and is necessary to avoid disruption of rail service. Under these circumstances, delaying the effective date of the amendment to allow for notice and comment would be impracticable, unnecessary, and contrary to the public interest. FRA will continue to monitor the progress of CSXT towards equipping and maintaining sufficient units to run all trains with operative ACSES.