

FOR FURTHER INFORMATION CONTACT:

Barbara Davis, Office of Information Management, 202-267-2326, for questions on this document; Dorothy Beard, Chief, Documentary Services Division, U.S. Department of Transportation, 202-366-5149, for questions on the docket.

SUPPLEMENTARY INFORMATION**Regulatory History**

This request constitutes the 30-day notice required by OMB. The Coast Guard has already published [66 FR 47055 (September 10, 2001)] the 60-day notice required by OMB. That notice elicited no comments.

Request for Comments

The Coast Guard invites comments on the proposed collection of information to determine whether the collection is necessary for the proper performance of the functions of the Department. In particular, the Coast Guard would appreciate comments addressing: (1) The practical utility of the collections; (2) the accuracy of the Department's estimated burden of the collections; (3) ways to enhance the quality, utility, and clarity of the information that is the subject of the collections; and (4) ways to minimize the burden of collection on respondents, including the use of automated collection techniques or other forms of information technology.

Comments, to DMS or OIRA, must contain the OMB Control Number of the ICR addressed. Comments to DMS must contain the docket number of this request, USCG 2001-10524. Comments to OIRA are best assured of having their full effect if OIRA receives them 30 or fewer days after the publication of this request.

Information Collection Requests

Title: Submission of Continuous-Discharge Book, Revised Merchant Mariner's Application, Report of Entry-Level Physical, Report of Other Physical, Report of New Sea Service, and Report of Chemical Testing.

OMB Control Number: 2115-0514.

Type of Request: Extension of a currently approved collection.

Affected Public: Merchant Mariners.

Forms: CG-719A, CG-719B, CG-719K, CG-719S, CG 719P and CG-719K/E

Abstract: The Coast Guard needs this various information to evaluate the competency, character, and physical fitness of individuals applying for Coast Guard Licenses, Certificates of Registry, and Merchant Mariners' Documents.

Annual Estimated Burden Hours: The estimated burden is 21,359 hours a year.

Dated: November 21, 2001.

V.S. Crea,

Director of Information and Technology.

[FR Doc. 01-29886 Filed 11-30-01; 8:45 am]

BILLING CODE 4910-15-U

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: Previous notices to prepare an Environmental Impact Statement and to conduct a public scoping meeting for the Gary/Chicago Airport were published in the **Federal Register** on November 07, 2001 (page 56369) and on November 16, 2001 (page 57770). Due both to the anticipated high level of interest in matters pertaining to the Gary/Chicago Airport, and a desire to fully accommodate persons, agencies and other potentially interested entities, 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 27, 2001 to January 29, 2002 and also changes the scoping meeting date from December 13, 2001 to January 15, 2002. The environmental review will assess various 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 January 29, 2002.

Public Scoping Meeting: To facilitate receipt of comments, two public scoping meetings will be held on January 15,

2002 at the Gary/Chicago Airport, 6001 Industrial Highway, Gary, Indiana. The first meeting will be held between 10 am and 2 pm Central Standard Time for Federal, State, and local agencies in the administrative offices. The second meeting will be held from 3 PM to 7 PM Central Standard Time for other interested parties in the passenger terminal facility.

Issued in Des Plaines, Illinois on November 19, 2001.

Philip M. Smithmeyer,

Manager, Chicago Airports District Office, Great Lakes Region.

[FR Doc. 01-29888 Filed 11-30-01; 8:45 am]

BILLING CODE 4910-33-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Security Advisory Committee; Meeting

AGENCY: Federal Aviation Administration, DOT.

SUMMARY: Notice is hereby given of a meeting of the Aviation Security Advisory Committee.

DATES: The meeting will be held December 18, 2001, from 10 a.m. to 1 p.m.

ADDRESSES: The meeting will be held at the Capitol Holiday Inn, 550 C Street, SW, Discovery II Room, Washington, DC 20024, telephone 202-479-4000.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. 11), notice is hereby given of a meeting of the Aviation Security Advisory Committee to be held December 18, 2001, at the Capitol Holiday Inn, 550 C Street, SW., Discovery II Room, Washington, DC. The agenda for the meeting will include: Regulatory/Legislative Initiatives, Enforcement Policy, and Status of Rapid Response Team Recommendations. The meeting is open to the public but attendance is limited to space available. Members of the public may address the committee only with the written permission of the chair, which should be arranged in advance. The chair may entertain public comment if, in its judgment, doing so will not disrupt the orderly progress of the meeting and will not be unfair to any other person. Members of the public are welcome to present written material to the committee at any time. Persons wishing to present statements or obtain information should contact the Office of the Associate Administrator for Civil Aviation Security, 800 Independence

Avenue, SW., Washington, DC 20591, telephone 202-267-7622.

Issued in Washington, DC, on November 28, 2001.

Lynne Osmus,

Deputy Associate Administrator for Civil Aviation Security.

[FR Doc. 01-29889 Filed 11-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Final Report of RTCA Future Flight Data Collection Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Final Report of RTCA Future Flight Data Collection Committee.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting on the Final Report of RTCA Future Flight Data Collection Committee.

DATES: The meeting will be held December 4, 2001, starting at 1 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 the Final Report of the Future Flight Data Collection Committee, being reviewed at an RTCA Policy Board meeting. The agenda will include:

- December 4:
 - Opening Session (Welcome and Introductory Remarks)
 - Consider Document for Publication: *Future Flight Data Collection Committee Final Report*
 - Closing Session (Other Business, Adjourn)

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 November 26, 2001.

Janice L. Peters,

FAA Special Assistant, RTCA Advisory Committee.

[FR Doc. 01-29821 Filed 11-30-01; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favor of relief.

Association of American Railroads

[Docket Number FRA-2001-10654]

The Association of American Railroads (AAR) has petitioned, on behalf of its member railroads, for a permanent waiver of compliance from the requirements of the 49 CFR Federal Track Safety Standards part 213.143, *Frog Guard Rails and Guard Faces; Gage*. This requirement prescribes a minimum and maximum value for guard check and guard face gages, respectively. Guard check gage is the distance between the gage line of a frog and the guard line of its guard rail or guarding face. Allowable minimum guard check dimensions vary with track classification, *i.e.*, train speed. FRA minimum safety standards permit a variation of 4-feet 6 1/8-inches in Class 1 track, 4-feet 6 1/4-inches in Class 2 track, 4-feet 6 3/8-inches in Class 3 and 4 track, and 4-feet 6 1/2-inches in Class 5 and above track.

The AAR petition seeks relief from the guard check requirements for Class 5 track for a particular type of frog design called a "heavy-point" frog. The AAR seeks a waiver for its member railroads permitting application of the minimum guard check for Class 3 and 4 track to Class 5 track when through gage plates are used to control the movement of a "heavy-point" frog relative to its guard rails.

The heavy-point frog is a unique design, which has a thicker frog point. The AAR states that it offers safety benefits over a traditional frog because there is more insert mass to reduce metal fatigue from impact loading,