

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,

greater durability, reduced susceptibility to point rollover, and better ability to guide the wheel flange toward the proper flangeway. Heavy-point frog insert design characteristics gradually widen to  $3\frac{1}{32}$ -inch (0.9688) overall, resulting in the heavy-point frog insert point being thicker at the actual  $\frac{5}{8}$ -inch (0.6250) frog point gage lines. The gage line is actually  $1\frac{1}{32}$  (0.3438) thicker than a traditional  $\frac{5}{8}$ -inch (0.6250) RBM frog point. Heavy-point frogs reduce standard guard check distance from 4-feet  $6\frac{5}{8}$  (54.6250) inches to 4-feet  $6\frac{29}{64}$  inches (54.4531) which does not comply with minimum safety standards for Class 5 track.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2001-10654) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC, 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.—5:00 p.m.) at above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Issued in Washington, DC, on November 27, 2001.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 01-29882 Filed 11-30-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[STB Docket No. AB-33 (Sub-No. 183)]

#### Salt Lake City Corporation—Adverse Abandonment—in Salt Lake City, UT

On November 13, 2001, Salt Lake City Corporation (City) filed an adverse application under 49 U.S.C. 10903 requesting that the Surface Transportation Board (Board) authorize the abandonment by Union Pacific Railroad Company (UP) of a portion of a line of railroad known as the 900 South Line extending from milepost 781.0 to milepost 782.32 in Salt Lake City, UT, a distance of 1.32 miles. The line traverses United States Postal Service ZIP Codes 84101 and 84104 and includes no stations.

The City filed the adverse abandonment application to prevent UP from reactivating the line. At issue is a Franchise Agreement, dated March 20, 1989, between the City and UP, which the City submits obligates UP to remove its track on the line and to take the necessary steps to permit that removal. The City views UP's use of the line as "creating conflicts" with the City's plans for the area. If the line is reactivated, the City states that trains will run through a minority community and cross a major thoroughfare, posing safety risks and creating environmental justice violations.

In a decision served in this proceeding on October 5, 2001, the City was granted a waiver from many of the filing requirements of the Board's abandonment regulations at 49 CFR 1152 that were not relevant to its adverse abandonment application. Specifically, the City was granted waiver from 49 CFR 1152.10-14 and 1152.24(e)(1), pertaining to System Diagram Maps, from 49 CFR 1152.20(a)(3), pertaining to posting notice requirements, and from 49 CFR 1152.24(f) and 1152.29(e)(2), pertaining to abandonment consummation notice. However, the City was required to comply with 49 CFR 1152.20(a)(2), which pertains to service requirements, and 49 CFR 1152.20(a)(4), which pertains to publishing requirements. Also, the Board did not waive the environmental regulations at 49 CFR 1105, 49 CFR 1152.20(c), and 49 CFR 1152.22(f).

The City states that the line does not contain federally granted rights-of-way. Any documentation in the City's possession will be made available promptly to those requesting it. The City's entire abandonment case in chief was filed with the application, except

for its Environmental and Historic Report filed on October 22, 2001, and errata thereto filed on October 31, 2001.

The City states that the interests of railroad employees will not be adversely affected because there have been no freight operations for the past 2 years.

Any interested person may file written comments concerning the proposed abandonment or protests (including protestant's entire opposition case) by December 28, 2001. All interested persons should be aware that, following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (49 CFR 1152.28) or for a trail use condition under 16 U.S.C. 1247(d) (49 CFR 1152.29) must be filed by December 28, 2001. Each trail use request must be accompanied by a \$150 filing fee. See 49 CFR 1002.2(f)(27). The due date for applicant's reply is January 14, 2002.

Persons opposing the proposed adverse abandonment who wish to participate actively and fully in the process should file a protest. Persons who may oppose the abandonment but who do not wish to participate fully in the process by submitting verified statements of witnesses containing detailed evidence should file comments. Parties seeking information concerning the filing of protests should refer to 49 CFR 1152.25.

All filings in response to this notice must refer to STB Docket No. AB-33 (Sub-No. 183) and must be sent to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001; and (2) Charles A. Spitulnik, McLeod, Watkinson & Miller, One Massachusetts Ave., NW, Suite 800, Washington, DC 20001. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 565-1592 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152.

The October 5 decision noted that the City had requested waiver from the environmental requirements of 49 CFR 1152.22(f), arguing that its proposal has no environmental impact because there has been no traffic for 2 years and, in effect, qualifies for treatment under 49