

Responsibility-New Direction for Addressing Airworthiness Issues for Transport Airplanes” (70 FR 40166, July 12, 2005), and the industry’s ability to provide the necessary retrofit equipment that might be required.

ARAC should provide information that could lead to requirements in rudder load conditions, and/or system design that can be satisfied with practical design approaches.

The FAA will provide a copy of each DOT report mentioned in this tasking notice.

**Schedule:** The tasks described above are to be accomplished within 18 months of publication of this tasking notice in the **Federal Register**.

#### **ARAC Acceptance of Task**

ARAC accepted the task and will assign it to the reestablished Flight Controls Harmonization Working Group, under Transport Airplane and Engine Issues. This working group will use task groups to assist in their activities. Nominees should have experience in the areas of flight test, flight controls, loads, or human factors. The working group serves as support to ARAC and assists in the analysis of assigned tasks. ARAC must review and approve the working group’s recommendations. If ARAC accepts the working group’s recommendations, it will forward them to the FAA.

#### **Working Group Activity**

The Flight Controls Harmonization Working Group must comply with the procedures adopted by ARAC. As part of the procedures, the working group must:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the next ARAC meeting on Transport Airplane and Engine Issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations before proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each ARAC meeting held to consider Transport Airplane and Engine Issues.

#### **Participation in the Working Group**

The Flight Controls Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

If you have expertise in the subject matter and wish to become a member of the working group, write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire. Describe your interest in the task and state the expertise you would bring to the working group. We must receive all requests by April 25, 2011. The assistant chair and the assistant executive director will review the requests and advise you whether or not your request is approved.

If you are chosen for membership on the working group, you must represent your aviation community segment and actively participate in the working group by attending all meetings, and providing written comments when requested to do so. You must devote the resources necessary to support the working group in meeting any assigned deadlines. You must keep your management chain and those you may represent advised of working group activities and decisions to ensure that the proposed technical solutions don’t conflict with your sponsoring organization’s position when the subject being considered is presented to ARAC for approval. Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the assistant executive director and the working group chair.

The Secretary of Transportation determined that the formation and use of ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

ARAC meetings are open to the public. Meetings of the Flight Controls Harmonization Working Group will not be open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on March 23, 2011.

**Pamela Hamilton-Powell,**

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 2011-7180 Filed 3-25-11; 8:45 am]

**BILLING CODE 4910-13-P**

#### **DEPARTMENT OF TRANSPORTATION**

##### **Federal Highway Administration**

##### **Environmental Impact Statement: Cook County, IL**

**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 the Grand Crossing Rail Project, which involves new railroad track work, structural work, grading, and signal improvements to provide a new direct route for Amtrak trains from New Orleans, Louisiana or Carbondale, Illinois into Chicago Union Station, and to provide sufficient mainline capacity to accommodate existing and additional Amtrak trains along with freight traffic in the City of Chicago, Cook County, Illinois.

#### **FOR FURTHER INFORMATION CONTACT:**

Norman R. Stoner, P.E., Division Administrator, Federal Highway Administration, 3250 Executive Park Drive, Springfield, Illinois 62703, Phone: (217) 492-4600. Steve McClarty, Acting Bureau Chief, Bureau of Railroads, Illinois Department of Transportation, 100 W. Randolph Street, Suite 6-600, Chicago, Illinois 60601-3229, Phone: (312) 793-3940.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Illinois Department of Transportation, Bureau of Railroads, will prepare an EIS on a proposal to construct a direct rail connection between the Canadian National (CN) and Norfolk Southern (NS) Chicago Line to provide a new, more direct route to Chicago’s Union Station for Amtrak trains coming from New Orleans, Louisiana, and Carbondale, Illinois. The proposed project is an element of the overall Chicago Region Environmental and Transportation Efficiency Program (CREATE), a joint effort of the Illinois Department of Transportation, the Chicago Department of Transportation, and the Association of American Railroads to restructure, modernize, and expand freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area. Alternative track configurations will be considered and refined. The no-action alternative will also be evaluated. A preferred alternative and associated potential impacts will be presented at a public hearing. Preliminary measures to minimize harm, construction cost estimates, and estimated right-of-way and relocation requirements will also be developed.

The proposed action will reduce travel time on the Amtrak’s Illini-Saluki and City of New Orleans trains by eliminating a time-consuming back-up move into Union Station that these trains currently perform due to the existing track configuration. In addition, the proposed action will provide

additional rail capacity along the existing rail corridor(s) that would be used for the new route. It will also allow for the space currently occupied by the St. Charles Airline tracks and the CN mainline tracks along the Lake Michigan lakefront north of Grand Crossing to be used to serve future public needs.

The project is located principally on existing railroad rights-of-way owned by CN, NS, and the Metra commuter railroad. The project area—bounded by 117th Street on the south, Lake Michigan on the east, Pershing Road on the north, and Halsted Street on the west—consists of urban residential and industrial land uses; no significant natural resource impacts are anticipated. Potential impacts may include residential and commercial relocations, effects on community cohesion and low-income and minority populations, economic impacts, and impacts to publicly owned parks, properties potentially eligible for listing on the National Register of Historic Places, special waste sites, and public facilities and services. There is also the potential for noise and vibration, and air quality impacts.

In an attempt to address the full range of issues related to this proposed action and identify all substantive issues, this project is being developed using the principles of Context Sensitive Solutions per the Illinois Department of Transportation's Policies and Procedures. A Stakeholder Involvement Plan (SIP) will be developed that will detail the public involvement activities that will be conducted as part of this study and will address the Coordination Plan requirements of 23 U.S.C. 139(g) within the context of the National Environmental Policy Act (NEPA) process. Under the SIP, an interdisciplinary Project Study Group will be formed to develop the project, and a Community Advisory Group will be formed to provide input to the study process. As part of the EIS process, a scoping meeting for obtaining input from resource agencies will be held in June 2011 and invitations will be sent to the resource agencies. Public informational meetings, focus meetings with stakeholders, a public hearing, newsletters, a project Web site, and interest group meetings will provide additional opportunities for public involvement. The project's Draft EIS will be available for public and agency review prior to the public hearing. The time and location of the public hearing will be announced in local newspapers. Comments or questions concerning this proposed action and the Draft EIS should be directed to FHWA or the

Illinois Department of Transportation at the addresses 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: March 21, 2011.

**Jon-Paul Kohler,**  
*Planning and Program Development  
Manager, Springfield, Illinois.*

[FR Doc. 2011-7203 Filed 3-25-11; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

**[U.S. DOT Docket Number NHTSA-2011-0039]**

#### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation.

**ACTION:** Request for public comment on an extension of a currently approved collection of information.

**SUMMARY:** Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatement of previously approved collections.

This document describes a collection of information for which NHTSA intends to seek OMB approval.

**DATES:** Comments must be received on or before May 27, 2011.

**ADDRESSES:** You may submit comments using any of the following methods. All comments must have the applicable DOT docket number (e.g., NHTSA-2011-0039) noted conspicuously on them.

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Mail:* Docket Management Facility: U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001.
- *Hand Delivery or Courier:* West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., between

9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays. Telephone: 1-800-647-5527.

- *Fax:* 202-493-2251

**Instructions:** All submissions must include the agency name and docket number for this proposed collection of information. Note that all comments received will be posted without change to <http://www.regulations.gov>, including any personal information provided. Please see the Privacy Act heading below.

**Privacy Act:** Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78) or you may visit <http://DocketInfo.dot.gov>.

**Docket:** For access to the docket to read background documents or comments received, go to <http://www.regulations.gov> or the street address listed above. Follow the online instructions for accessing the dockets.

**FOR FURTHER INFORMATION CONTACT:** Alex Ansley, Recall Management Division (NVS-215), Room W46-412, NHTSA, 1200 New Jersey Ave., Washington, DC 20590. Telephone: (202) 493-0481.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the Federal Register providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulation, see 5 CFR 1320.8(d), an agency must ask for public comment on the following:

- (i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- (ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
- (iii) How to enhance the quality, utility, and clarity of the information to be collected; and
- (iv) How to minimize the burden of the collection of information on those who are to respond, including the use