

to 9,000 feet and widening to 150 feet at Ft. Lauderdale-Hollywood International Airport.

**FOR FURTHER INFORMATION CONTACT:** Ms. Virginia Lane, Federal Aviation Administration (FAA), Orlando Airports District Office, 5950 Hazelton National Drive, Suite 400, Orlando, FL 32822-5024, 407/812-6331, extension 29.

**SUPPLEMENTARY INFORMATION:** The FAA, in cooperation with Broward County, Florida, prepared and issued in February 2001, a Draft Environmental Impact Statement (DEIS) for a proposed project to lengthen and widen Runway 9R-27L at the Ft. Lauderdale-Hollywood International Airport (FLL) to 9,000 feet  $\times$  150 feet for air carrier aircraft use. The existing runway (5,276 feet  $\times$  100 feet) accommodates general aviation and commuter aircraft, but the Airport Master Plan (AMP), accepted on April 19, 1995, indicated that significant future airfield congestion and aircraft delay could be anticipated without some modification to the existing airfield facilities. The extension of the existing runway is planned as a precision instrument runway (PIR) with a CAT I approach to both Runway 27L and Runway 9R. The runway will have approach slopes of 50:1 to runway 27L and 50:1 to Runway 9R with a primary surface width of 1,000 feet.

A public hearing on the DEIS was held on March 21, 2001.

The FAA's decision to prepare a Supplemental DEIS is based on recent increases in airport operations and updated FAA forecasts for FLL. Revised forecasts used for the Supplemental DEIS will be FAA's 2001 Terminal Area Forecast for FLL. The revised forecasts are higher than the DEIS forecasts, and consequently the analysis in some of the environmental impact categories will change, specifically noise, environmental justice, and air quality. Revised analysis in the Supplemental DEIS will be based on a baseline year of 2000, the first year of operations with the proposed project of 2008, and an out year of 2015.

Because of the anticipated changes in the DEIS analysis, the FAA plans to circulate the Supplemental DEIS for review and comment by the various governmental agencies and public, and hold a second public hearing to disclose the changes. The FAA anticipates preparing and distributing the Supplemental DEIS and holding a second public hearing in early 2002.

The Supplemental DEIS will be a stand-alone document that will not require the use of the DEIS for interpretation or reference. The Supplemental DEIS will be prefaced

with a summary section discussing principal changes from the DEIS. Public and agency comments on the DEIS will be addressed through changes in the Supplemental DEIS and there will not be any formal FAA responses to individual or grouped comments in the Supplemental DEIS. The Final EIS, however, will include comments and FAA responses to both the DEIS and Supplemental DEIS.

The DEIS included detailed evaluation of the No Action Alternative, Alternative A—Build New North Runways Elevated, Alternative B—Build New North Runways At-Grade, and the Proposed Project—Extension of Runway 9R-27L. The alternatives selected for detailed evaluation in the DEIS will not change in the Supplemental DEIS.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Orlando, Florida, October 29, 2001.

**W. Dean Stringer,**

*Manager, Orlando Airports Districts Office.*

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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:** Notice to prepare an Environmental Impact Statement and to hold a public scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this 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. 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; 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 19, 2001.

*Public Scoping Meeting:* To facilitate receipt of comments, two public scoping meetings will be held on December 5, 2001 at the Gary/Chicago Airport, 6001 Industrial Highway, Gary, Indiana. The first meeting will be held between 10 a.m. and 2 p.m. for Federal, State, and local agencies in the administrative offices. The second meeting will be held from 3 p.m. to 7 p.m. for other interested parties in the passenger terminal facility.

Issued in Des Plaines, Illinois on October 30, 2001.

**Philip M. Smithmeyer,**

*Manager, Chicago Airports District Office, Great Lakes Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of Draft Environmental Assessment and Notice of a Public Hearing for the City of Chicago's Proposed World Gateway Program and Other Capital Improvement Projects at Chicago O'Hare International Airport

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that a Draft Environmental Assessment (EA) has been prepared by the City of Chicago Department of Aviation for the proposed World Gateway Program at Chicago O'Hare International Airport, and that copies of the Draft EA are available for public review and comment. This Notice has been issued to provide for wide distribution of this information to the public, and to local, state, and federal agencies. Comments are being solicited by the City of Chicago on the environmental consequences of the proposed actions. In addition, FAA is advising that the City of Chicago will hold a public hearing on December 13, 2001, regarding the EA for the purpose of considering the economic, social, and environmental effects of the development and its consistency with applicable plans.

**SUMMARY:** The World Gateway Program would include terminal development and improvements, taxiway development, terminal access road improvements, utility system modification, cargo facility relocation, and other capital improvement projects. An environmental assessment has been prepared by the City of Chicago Department of Aviation to evaluate the proposed projects. The EA also evaluates other independent airport development projects that would occur in the same time frame as the World Gateway Program. The subsequent environment documentation will be used by the FAA to determine the appropriate level of environmental review necessary pursuant to the National Environmental Policy Act.

*Public Hearing:* A public hearing and informational workshop will be held on Thursday, December 13, 2001 from 4 p.m.–8 p.m. at the Foundation Blue Banquets, 2300 S. Mannheim Road, Des Plaines, Illinois 60018. The purpose of this hearing is to consider the environmental effects of the proposed World Gateway Program and afford the public the opportunity to present oral and/or written comments. A transcript of the hearing will be made. Written comments will be accepted through the close of business on Tuesday, January 15, 2002. The first half-hour of each hour of the public hearing will be allocated to pre-reserved testimony. The second half of each hour will be allocated to walk-in testimony. All individuals will have five minutes to testify. Individuals may call Ms. Carol Wilinski at 773-894-6900 to reserve a time slot to testify at the public hearing.

**FOR FURTHER INFORMATION CONTACT:** Ms. Carol Wilinski, Chicago O'Hare International Airport, P.O. Box 66412, Chicago, IL 60666; 773-686-3541 (voice); 773-894-6900 (facsimile); or by email: [wgp\\_environment@ohare.com](mailto:wgp_environment@ohare.com). Please submit comments prior to close of business Tuesday, January 15, 2002.

**SUPPLEMENTARY INFORMATION:** The proposed World Gateway Program includes the development of two new passenger terminals, Terminals 4 and 6, the redevelopment of Terminal 2, and Terminal 3 Concourse K extension. As a result of these projects, several facilities must be relocated. These relocations are referred to as Enabling Projects. The EA also evaluates other projects unrelated to the World Gateway Program but which are proposed for development during the same period of time and are referred to as Independent Utility Projects. Together, the World Gateway Program, the Enabling Projects, and the Independent Utility Projects are

referred to as the Proposed Projects in the EA. The Proposed Projects include the following:

#### The World Gateway Program

##### *Terminal 2 Redevelopment*

Reconfiguration of terminal interior; Widening passenger corridor linking Terminals 1 and 2; Demolition and reconstruction of Concourses E and F; Installation of Federal Inspection Service (FIS) facilities; and Reconfiguration of aircraft parking apron.

##### *Terminal 3, Concourse K Extension*

Extensions of Concourse K and Relocation of Taxiway A/B; Construction of new apron.

##### *Terminal 4 Development*

Construction of Terminal 4; Installation of FIS facilities; Enlargement and reconfiguration of apron.

##### *Terminal 5 Reconfiguration*

Modified to integrate with the proposed Terminal 6.

##### *Terminal 6 Development*

Construction of Terminal 6; Reconfiguration of apron; Extension of taxiway; Development of access road for Terminals 5 and 6; Construction of Terminal 6 parking garage; Realignment of Airport Transit System (ATS) line and construction of ATS station in Terminal 6.

##### *Enabling Projects*

- Delta Cargo Facility Relocation
- Lynxs Cargo Facility Relocation
- Sky Chefs Flight Kitchen Relocation
- Heating and Refrigeration (H&R) Plant Support Facility Relocations
- Commonwealth Edison Switchyard D179 Relocation

##### *Independent Utility Projects*

- Public Parking Improvements
  - Development of Consolidated Rental Car Facility/ATS Station
  - Development of Rental Car Storage and Maintenance Lot
  - ATS Storage and Maintenance Facility Relocation/Track Extension
  - 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: