

Committee guidance for FAA's research and development investments in the areas of air traffic services, airports, aircraft safety, human factors and environment and energy. Attendance is open to the interested public but seating is limited. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to attend the meeting, 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 September 9, 2015.

Chinita A. Roundtree-Coleman,

Computer Specialist.

[FR Doc. 2015-24207 Filed 9-22-15; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Submission Deadline for Schedule Information for Los Angeles International Airport, Chicago O'Hare International Airport, San Francisco International Airport, John F. Kennedy International Airport, and Newark Liberty International Airport for the Summer 2016 Scheduling Season

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Notice of submission deadline.

SUMMARY: Under this notice, the FAA announces the submission deadline of October 8, 2015, for summer 2016 flight schedules at Los Angeles International Airport (LAX), Chicago O'Hare International Airport (ORD), San Francisco International Airport (SFO), John F. Kennedy International Airport (JFK), and Newark Liberty International Airport (EWR) in accordance with the International Air Transport Association (IATA) Worldwide Slot Guidelines. The deadline coincides with the schedule submission deadline for the IATA Slot Conference for the summer 2016 scheduling season.

DATES: Schedules must be submitted no later than October 8, 2015.

ADDRESSES: Schedules may be submitted by mail to the Slot Administration Office, AGC-200, Office of the Chief Counsel, 800 Independence Avenue SW., Washington, DC 20591; facsimile: 202-267-7277; or by email to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: Susan Pfingstler, System Operations

Services, Air Traffic Organization, Federal Aviation Administration, 600 Independence Avenue SW., Washington, DC 20591; telephone number: 202-267-6462; email: susan.pfingstler@faa.gov.

SUPPLEMENTARY INFORMATION: The FAA has designated LAX, ORD, and SFO as IATA Level 2 airports and JFK and EWR as IATA Level 3 airports. The FAA currently limits scheduled operations at JFK and EWR by Order until a final Slot Management and Transparency Rule for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport (RIN 2120-AJ89) becomes effective but not later than October 29, 2016.¹

The FAA is primarily concerned about scheduled and other regularly conducted commercial operations during peak hours, but carriers may submit schedule plans for the entire day. At ORD, the peak hours are 0700 to 2100 Central Time (1200 to 0200 UTC), at LAX and SFO from 0600 to 2300 Pacific Time (1300 to 0600 UTC), and at EWR and JFK from 0600 to 2300 Eastern Time (1000 to 0300 UTC). Carriers should submit schedule information in sufficient detail including, at minimum, the operating carrier, flight number, scheduled time of operation, frequency, and effective dates. IATA standard schedule information format and data elements (Standard Schedules Information Manual or SSIM, Chapter 6) may be used.

The U.S. summer scheduling season for these airports is from March 27 through October 29, 2016, in recognition of the IATA northern summer period. The FAA understands there may be differences in slot times due to different U.S. daylight saving time dates and will accommodate these differences to the extent possible.

Issued in Washington, DC, on September 16, 2015.

David Foyle,

Director, System Operations.

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¹ Operating Limitations at John F. Kennedy International Airport, 73 FR 3510 (Jan. 18, 2008) as amended 79 FR 16854 (March 26, 2014); Operating Limitations at Newark Liberty International Airport, 73 FR 29550 (May 21, 2008) as amended 79 FR 16857 (March 26, 2014).

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Revised Notice of Intent To Prepare a Tier 1 Environmental Impact Statement With: Dane and Columbia Counties, Wisconsin

AGENCY: Federal Highway Administration (FHWA), Wisconsin Department of Transportation (WisDOT).

ACTION: Revised Notice of Intent to Prepare a Tier 1 Environmental Impact Statement.

SUMMARY: The purpose of this NOI is to update the notice that was issued in the **Federal Register** Vol. 79 No. 224, Thursday, November 20, 2014, Notices. The FHWA is issuing this revised notice to advise the public that FHWA and WisDOT will be preparing a Tier 1 Environmental Impact Statement (EIS) for proposed transportation improvements along the Interstate (I)-39/90/94 corridor, from the United States Highway (US) 12/18 Interchange to the I-39/Wisconsin State Highway (WIS) 78 interchange in Dane and Columbia Counties in south-central Wisconsin. A more detailed analysis will be prepared for a 6.6 mile portion of the corridor from Columbia County Highway CS to the I-39/WIS 78 interchange (south of Portage). This analysis could be completed within the Tier 1 EIS, as a separate Tier 2 NEPA document, or with an environmental document outside the tiered process. The NOI is being updated to reflect the current status of the environmental study since the previous NOI was issued in November 2014.

FOR FURTHER INFORMATION CONTACT: Andrew Brinkerhoff, Major Projects Engineer, Federal Highway Administration, 525 Junction Road, Suite 8000, Madison, Wisconsin, 53717-2157, Telephone: (608) 829-7523. You may also contact Pat Trainer, Acting Director, Bureau of Technical Services, Wisconsin Department of Transportation, P.O. Box 7965, Madison, Wisconsin, 53707-7965, Telephone: (608) 264-7330.

SUPPLEMENTARY INFORMATION:

Background

The FHWA, in cooperation with the Wisconsin Department of Transportation, will prepare a Tier 1 Environmental Impact Statement (EIS) on proposed improvements in the I-39/90/94 corridor and adjacent local road systems from the US 12/18 interchange (Madison Beltline interchange) to the I-39/WIS 78 interchange (south of