

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****DEPARTMENT OF THE INTERIOR****National Park Service****Notice of Establishment of a National Parks Overflight Advisory Group**

**AGENCIES:** Federal Aviation Administration, DOT; and National Park Service, Interior.

**ACTION:** Notice.

**SUMMARY:** The National Park Service (NPS) and Federal Aviation Administration (FAA) in accordance with the National Parks Air Tour Management Act of 2000, announce the establishment of the National Parks Overflights Advisory Group (NPOAG). The NPOAG is formed to provide continuing advice and counsel with respect to commercial air tour operations over and near national parks. This notice informs the public of the establishment of the advisory group and delineates the nomination procedures.

**DATES:** The National Parks Overflights Advisory Group will be established on April 5, 2001.

**FOR FURTHER INFORMATION CONTACT:** Howard Nesbitt, Flight Standards Service, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591, telephone: (202) 493-4981, or Marvin Jensen, Soundscapes Office, National Park Service, 1201 Oak Ridge Drive, Suite 200, Ft. Collins, Colorado 80525, telephone: (970) 225-3563. Persons interested in serving on the advisory group should contact Mr. Nesbitt or Mr. Jensen on or before April 2, 2001.

**SUPPLEMENTARY INFORMATION:****Background**

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181 (Pub. L. 106-181). The Act applies to "commercial air tour operations" occurring over a unit of the national park system or tribal lands within or abutting a national park. A commercial air tour operation is defined in the Act as a "flight conducted for compensation or hire in a powered aircraft where a purpose of the flight is sightseeing over a national park, within 1/2 mile outside the boundary of any national park, or over tribal lands, during which the aircraft flies—(i) below a minimum altitude, determined by the Administrator in cooperation with the Director, above ground level (except solely for purposes of takeoff or

landing, or necessary for safe operation of aircraft as determined under the rules and regulations of the Federal Aviation Administration requiring the pilot-in-command to take action to ensure the safe operation of the aircraft) or (ii) less than 1 mile laterally from any geographic feature within the park (unless more than 1/2 mile outside the boundary)." See Section 803 of the Act, to be codified at 49 U.S.C. Section 40128(f)(4)(A). In making the determination as to whether a flight is a commercial air tour operation, the Act lists eight factors that the Administrator may consider. *Id.* at 40128(f)(4)(B). The term "tribal land" is defined in the Act as "Indian Country (as that term is defined in section 1151 of title 18 of the U.S. Code) that is within or abutting a national park." The term "National Park" is defined in the Act as "any unit of the national park system." All commercial air tour operations must be conducted in accordance with the following: (1) Title 49 of the U.S. Code (U.S.C.) Section 40128; (2) conditions and limitations prescribed for that operator by the FAA; and (3) any applicable air tour management plans.

The Act states that "Before commencing commercial air tour operations over a national park or tribal lands, a commercial air tour operator shall apply to the Administrator for authority to conduct the operations over the park or tribal lands." See Section 803 of the Act, to be codified at 49 U.S.C. Section 40128(a)(2)(A). This application then triggers the process for the FAA and NPS to cooperatively develop an air tour management plan (ATMP) for that park or tribal land. The objective of the ATMP process is to "develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and tribal lands." See Section 803 of the Act, to be codified at 49 U.S.C. Section 40128(b)(1)(B).

The Act also provides that "upon application for operating authority, the Administrator shall grant interim operating authority under 49 U.S.C. section 40128(c) to a commercial air tour operator for commercial air tour operations over a national park or tribal lands for which the operator is an existing commercial air tour operator. See Section 803 of the Act to be codified at 49 U.S.C. section 40128(c)(1). Such interim operating authority is subject to a number of requirements and limitations, including a limit on the number of commercial air tour operations that may be conducted on an

interim basis pending issuance of the ATMP for that park."

In accordance with Pub. L. 106-181, the FAA and NPS have prepared a notice of proposed rulemaking proposing an altitude that will complete the definition of a "commercial air tour operation". It can be expected that this NPRM will be issued shortly. In the meantime, to meet the mandate of the public law, the FAA and NPS publish this notice establishing the advisory group that will serve to advise and counsel the persons implementing the regulations when they are adopted.

**Advisory Group Requirements of Public Law 106-181**

Pub. L. 106-181 requires the establishment of the advisory group within 1 year after its enactment. The advisory group is to be comprised of a balanced group of representatives of general aviation; commercial air tour operations; environmental concerns; and Indian tribes. The Administrator and the Director (or their designees) are to serve as ex officio members of the group. Representatives of the Administrator and Director will serve alternating 1-year terms as chairman of the advisory group. The Administrator's representative will serve the first term, which will terminate at the end of the calendar year following the year in which the advisory group is established.

The advisory group will provide advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands.

Members of the advisory group may be allowed certain travel expenses as authorized by section 5703 of title 5, United States Code, for intermittent Government service.

**Public Participation in the Advisory Group**

The FAA and NPS invite members of the public who are interested in serving on the advisory group to contact the person listed under **FOR FURTHER**

**INFORMATION CONTACT.** Requests to participate should be made in writing and postmarked on or before April 12, 2001. The request should indicate whether or not they are a member or an official of a particular interest group. The request should also state whether or not they are proposing to represent air tour, conservation, or Native American interests while serving on the group. The term of service of advisory group members will be determined by the group itself once it is convened.

At this time all persons who anticipate being covered by the regulation are invited to submit their requests. Once an altitude is established the FAA will once again allow any parties who did not convey an interest because they didn't think they were within the scope of the act to indicate their interest. Membership of the advisory group will be representative of the balanced interests of overflights of national parks as enumerated by Pub. L. 106-181 discussed above. Membership will be limited in number to facilitate efficiency in advice and counsel.

Issued in Washington, DC on March 7, 2001.

**L. Nicholas Lacey,**

*Director, Flight Standards Service.*

[FR Doc. 01-6101 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for Phoenix Sky Harbor International Airport, Phoenix, AZ**

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

**ACTION:** Notice to hold one (1) public scoping meeting and one (1) Governmental and Public Agency scoping meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for development of the proposed West Terminal Complex at the Phoenix Sky Harbor International Airport, Phoenix, Arizona. To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

**FOR FURTHER INFORMATION CONTACT:** Kevin B. Flynn, Supervisor, Arizona Standards Section, AWP-623, Airports Division, Federal Aviation

Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009-2007, Telephone: 310/725-3632. Comments on the scope of the EIS should be submitted to the address above and must be received no later than Wednesday, May 23, 2001.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement for development of the proposed West Terminal Complex at the Phoenix Sky Harbor International Airport (PHX), Phoenix, Arizona. The need to prepare an Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A Airport Environmental Handbook. PHX is a commercial service airport located within a standard metropolitan statistical area and the proposed development includes the development of a new terminal complex; and the proposed development is likely to be controversial. The alternatives to be evaluated in the EIS include, but will not necessarily be limited to, the No-Action Alternative; the Proposed Action Alternative; the Modification of Existing Facilities Alternative, and the Combination of Constructing New and Modifying Existing Facilities Alternative. Comments and suggestions are invited from Federal, State, and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. The FAA reserves the right to the option of converting the study to an Environmental Assessment (EA), if the agency finds that the projected environmental impacts would not be significant. If the EA option is selected, the FAA will then issue a Finding of No Significant Impact (FONSI), which will allow the City of Phoenix to implement the Proposed Action Alternative. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than Wednesday, May 23, 2001.

#### **Public Scoping Meetings**

The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, State, and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed project. The public scoping meeting will be held Monday, April 23, 2001, at the Holiday Inn Select Phoenix Airport, 4300 East

Washington Street, Phoenix, Arizona 85034. The meeting will be held from 5:00 p.m. to 8:00 p.m. local time. A scoping meeting will be held specifically for governmental and public agencies on Monday, April 23, 2001, at the Holiday Inn Select Phoenix Airport, 4300 East Washington Street, Phoenix, Arizona 85034. The meeting will be held from 1:00 p.m. to 3:00 p.m. local time.

Issued in Hawthorne, California on Wednesday, February 28, 2001.

**Herman C. Bliss,**

*Manager, Airports Division, Western-Pacific Region, AWP-600.*

[FR Doc. 01-6100 Filed 3-9-01; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2001-17]

#### **Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petition for exemption received and disposition of prior petition.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR, dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before April 2, 2001.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2000-XXXX at the beginning of your comments. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

# ORDER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

1110.138

**SUBJ: NATIONAL PARKS OVERFLIGHTS ADVISORY GROUP AVIATION RULEMAKING COMMITTEE**

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**1. PURPOSE.** This order constitutes the charter for the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee that is designated and established pursuant to the Administrator's authority under 49 USC 106(p)(5).

**2. DISTRIBUTION.** This order is distributed at the director level in Washington headquarters and throughout the Office of the Associate Administrator for Regulation and Certification. This order is also distributed to the Manager of the National Parks Service (NPS) Soundscape Program Center and the NPS Chief Counsel.

**3. OBJECTIVES AND SCOPE.** The purpose of the NPOAG is to provide continuing advice and counsel to the Administrator of the FAA and the Director of NPS with respect to FAA regulations governing commercial air tour operations over and near national parks.

**4. DUTIES.** NPOAG will provide advice, information, and recommendations to the Administrator and the Director on:

- a. The implementation of the National Parks Air Tour Management Act of 2000 and the amendments made by this title;
- b. Commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;
- c. Other measures that might be taken to accommodate the interests of visitors to national parks; and
- d. At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands.

## **5. ORGANIZATION AND ADMINISTRATION.**

a. The Administrator of the FAA and the Director of the NPS will designate representatives to serve as ex officio members of the NPOAG. The ex officio representative of the FAA and the ex officio representative of the NPS will serve alternating one-year terms as the Chairperson of the NPOAG. The ex officio representative of the FAA and the ex officio representative of the NPS will serve alternating one-year terms as secretary of the NPOAG when not acting as chairperson. The general membership of the NPOAG will be composed of representatives of general aviation (two members), commercial air tour operators (two members), environmental concerns (four members) and Native American tribes (two members).

b. The term of office will be staggered as follows: one general aviation representative, one commercial air tour operator representative, two environmental representatives and one Native American representative will serve for a period of two years from the date of this charter. The remaining representatives will serve a three-year term from the date of this charter. Thereafter, the term of office for each member will be three years. Those individuals chosen for the initial two-year term will be selected either by volunteering for a two-year term, or by a blind draw. An individual may serve more than one term, but no individual may represent more than one group in any given term (i.e., an individual cannot be both a commercial air tour operator representative and a representative of the Native American interests).

c. The first members of the NPOAG are listed in Attachment A to this order. At least six months prior to completion of any general member's term, or within two months of being informed in writing that a general member can no longer serve out his term, the FAA will issue a notice in the Federal Register seeking applicants for the available advisory group positions. The Administrator of the FAA and the Director of the NPS will select the members from the list of those requesting to participate after reviewing their qualifications, based on the needs of the advisory group.

d. If a member determines that it is not possible to complete the member's term, then the member will submit in writing a notice to the Chairperson informing them that they will not be able to complete their term and indicating when their resignation from the group should be effective. Members will make every effort to provide the group with sufficient notice (at least one month) should they be unable to complete their term.

**6. COMPENSATION.** Members of the NPOAG who are not officers or employees of the United States, while attending conferences or meetings of the group or otherwise engaged in its business, or while serving away from their homes or regular places of business, may be allowed travel expenses, including per diem in lieu of subsistence, as authorized by section 5703 of title 5, United States Code, for persons in the Government service employed intermittently.

**7. MEETINGS.** The NPOAG will meet at the request of the Chairperson of NPOAG but not less than one time per calendar year. The schedule for regular meetings will be set by the Chairperson after consideration of recommendations from the group. Meetings may be



scheduled to coincide with meetings of air tour, general aviation, conservation or tribal organizations or other events that are relevant to managing air tours. Timely notice of all NPOAG meetings will be published in the Federal Register. The meeting location will be set by the Chairperson after considering recommendations from the group. Conference calls or other virtual forms of communication are appropriate methods of conducting meetings. Meetings of the NPOAG will be open to the public.

**8. REPORTS.** The Chairperson will be responsible for preparing a report of the proceedings of each meeting. At the next subsequent NPOAG meeting the report will be reviewed and adopted, with modifications as necessary. A copy of each meeting report will be filed with the Administrator and the Director.

**9. AVAILABILITY OF RECORDS.** Subject to the conditions of the Freedom of Information Act, 5 U.S.C. Section 522, records, reports, agendas, working papers, and other documents that are made available to or prepared for or by the NPOAG will be available for public inspection and copying at the FAA's Western Pacific Region Executive Resource Staff, AWP-4, P.O. Box 92007, Los Angeles, CA 90009, (310) 725-3800. Fees will be charged for information furnished to the public in accordance with the fee schedule published in part 7 of title 49, Code of Federal Regulations.

**10. PUBLIC INTEREST.** The formation of the NPOAG is determined to be in the public interest in connection with the performance of duties imposed on FAA by law.

**11. EFFECTIVE DATE AND DURATION.** This Order is effective immediately. The NPOAG will remain in existence until either its responsibilities under the Act are complete, Congress indicates it is no longer necessary to maintain the NPOAG, or the group is terminated by Executive Order of the President.

Issued on October 10, 2003

/s/

Marion C. Blakey  
Administrator

**ADDENDUM TO: THE NATIONAL PARKS OVERFLIGHTS ADVISORY GROUP  
AVIATION RULEMAKING ADVISORY COMMITTEE, ORDER 1110.138**

**General Aviation Representatives:**

David Kennedy -- National Air Transportation Association  
Heidi Williams -- Aircraft Owners and Pilots Association

**Commercial Air Tour Operators Representatives:**

Lash Larew -- ERA Helicopter, USATA, HAI  
Alan Stephen -- Grand Canyon Airlines

**Environmental Concerns Representatives:**

Steven Bosak -- National Parks Conservation Association  
Chip Dennerlein -- State of Alaska Fish and Game  
Susan Gunn -- The Wilderness Society  
Charles Maynard -- Friends of the Smokies

**Native American Tribes Representatives:**

Richard Deertrack -- Native American Tribes  
Germaine White -- CS and KT Tribes

Date published	Citation	Title (description)	Link
03/23/2007 .....	72 FR 13980 .....	Alternatives Analysis Discretionary Program (This notice solicits proposals to compete for \$12 million in Section 5339 funds to support technical work conducted within an alternatives analysis, in which one of the alternatives is a major transit capital investment. FTA will give priority to proposals to develop and apply methods to estimate the time savings experienced by highway users that result from transit investments.).	<a href="http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-4830.pdf">http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-4830.pdf</a> .

Issued On: April 2, 2007.

**Tyler Duvall,**

*Assistant Secretary for Transportation Policy.*

[FR Doc. E7-6724 Filed 4-9-07; 8:45 am]

BILLING CODE 4910-9X-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice Before Waiver With Respect to Land at the Montgomery County Airpark, Gaithersburg, MD

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The FAA is publishing notice of proposed release of approximately one quarter (0.25) of an acre of land acquired with local funds at the Montgomery County Airpark to William C. Rickman Construction Company, Inc. The airport will receive 0.35 of an acre owned by Rickman located in the primary surface in exchange in addition to protective easements and other considerations that will complement anticipated airport development. There are no impacts to the Airport and the land is not needed for airport development as shown on the Airport Layout Plan.

**DATES:** Comments must be received on or before May 10, 2007.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Terry J. Page, Manager, FAA Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Keith Miller, Executive Director, at the following address: Mr. Keith Miller, Executive Director, Montgomery County Revenue Authority, 101 Monroe Street, Suite 410, Rockville, Maryland 20850.

**FOR FURTHER INFORMATION CONTACT:** Mr. Terry Page, Manager, Washington

Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166; telephone (703) 661-1354, fax (703) 661-1370, e-mail [Terry.Page@faa.gov](mailto:Terry.Page@faa.gov).

**SUPPLEMENTARY INFORMATION:** On April 5, 2000, new authorizing legislation became effective. That bill, the Wendell H. Ford Aviation investment and Reform Act for the 21st Century, Pub. L. 10-181 (Apr. 5, 2000; 114 Stat. 61) (AIR 21) requires that a 30-day public notice must be provided before the Secretary may waive any condition imposed on an interest in surplus property.

Dated: Issued in Chantilly, Virginia on March 30, 2007.

**Terry J. Page,**  
*Manager, Washington Airports District Office, Eastern Region.*

[FR Doc. 07-1747 Filed 4-9-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**ACTION:** Notice.

**SUMMARY:** By Federal Register notice (See 72 FR 2582; January 19, 2007) the National Park Service (NPS) and the Federal Aviation Administration (FAA) invited interested persons to apply to fill a vacant position on the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC). This notice invited interested persons to apply to fill the vacancy representing the commercial air tour operators' interests due to the incumbent member's completion of a three-year term appointment on May 19, 2007. This notice informs the public of the person selected to fill the vacancy on the NPOAG ARC.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Special Programs Staff, Federal Aviation Administration,

Western-Pacific Region Headquarters, P.O. Box 92007, Los Angeles, CA 90009-2007, telephone: (310) 725-3800, e-mail: [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator of the FAA and the Director of NPS (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

In accordance with the Act, the advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

##### Membership

The current NPOAG ARC is made up of one member representing general aviation, three members representing the commercial air tour industry, four members representing environmental concerns, and two members

representing Native American interests. Current members of the NPOAG ARC are as follows:

Heidi Williams representing general aviation; Alan Stephen, Elling Halvorson, and Matthew Zuccaro representing commercial air tour operations; Chip Dennerlein, Greg Miller, Mark Peterson, and Don Barger representing environmental interests; and Rory Majenty and Richard Deertrack representing Native American tribes.

#### Selection

Selected to fill this vacancy, for an additional term, is returning member Elling Halvorson. Mr. Halvorson's term begins on May 20, 2007. The term of service for NPOAG ARC members is 3 years.

Issued in Hawthorne, CA, on April 3, 2007.  
Barry Brayer,

Manager, Special Programs Staff, Western-Pacific Region.

[FR Doc. 07-1746 Filed 4-9-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2007-13]

#### Petitions for Exemption; Summary of Petitions Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of petitions for exemption received.

**SUMMARY:** Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before April 30, 2007.

**ADDRESSES:** You may submit comments [identified by DOT DMS Docket Number FAA-2004-19081] by any of the following methods:

- Web site: <http://dms.dot.gov>. Follow the instructions for submitting

comments on the DOT electronic docket site.

- Fax: 1-202-493-2251.
- Mail: Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- Hand Delivery: Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

**Docket:** For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Tim Adams (202) 267-8033, Tyneka Thomas (202) 267-7626, or Frances Shaver (202) 267-9681, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 29, 2007.

Pamela Hamilton-Powell,  
Director, Office of Rulemaking.

#### Petitions for Exemption

**Docket No.:** FAA-2004-19081.

**Petitioner:** United States Hang Gliding Association.

**Section of 14 CFR Affected:** 14 CFR 61.52(a)(3).

**Description of Relief Sought:** To allow the United States Hang Gliding Association (USHGA) approved tow pilots to apply their ultralight tow flight experience to the aeronautical experience requirements of the private pilot single engine airplane rating.

[FR Doc. E7-6647 Filed 4-9-07; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Research, Engineering and Development Advisory Committee

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App.2), notice is hereby given of a meeting of the FAA Research, Engineering and Development (R,E&D) Advisory Committee.

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

**ACTION:** Notice of meeting.

**Name:** Research, Engineering and Development Advisory Committee.

**Time and Date:** May 2—9 9 a.m. to 5 p.m.

**Place:** Federal Aviation Administration, 800 Independence Avenue, SW.—Round Room (10th Floor), Washington, DC 20591.

**Purpose:** The meeting agenda will include receiving from the 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. Persons wishing to attend the meeting or obtain information should contact Gloria Dunderman at (202) 267-8937 or [gloria.dunderman@faa.gov](mailto:gloria.dunderman@faa.gov). Attendees will have to present picture ID at the security desk and escorted to the Round Room.

Members of the public may present a written statement to the Committee at any time.

Issued in Washington, DC, on April 4, 2007.

Barry Scott,

Acting Director, Research and Development Office.

[FR Doc. 07-1745 Filed 4-9-07; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

#### Sunshine Act Meetings; Unified Carrier Registration Plan Board of Directors

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**Time and Date:** April 24, 2007, 12 noon to 3 p.m., Eastern Daylight Time.

**Place:** This meeting will take place telephonically. Any interested person may call Mr. Avelino Gutierrez at (505) 827-4565 to receive the toll free number and pass code needed to participate in this meeting by telephone.

**Status:** Open to the public.

**Matters To Be Considered:** The Unified Carrier Registration Plan Board of Directors (the Board) will continue its work in developing and implementing the Unified Carrier Registration Plan and Agreement and to that end, may consider matters properly before the Board.

**FOR FURTHER INFORMATION CONTACT:** Mr. Avelino Gutierrez, Chair, Unified Carrier Registration Board of Directors at (505) 827-4565.



language for paragraph 6 should be further revised.<sup>2</sup>

#### *JetBlue Request*

JetBlue has filed a request for Arrival Authorizations as a new entrant under the Order. United Air Lines has opposed that request. The FAA will address JetBlue's request in a later order.

#### **Conclusion**

The FAA proposed to modify the August 2004 Order temporarily limiting scheduled operations at O'Hare to allow carriers to trade and transfer scheduled arrivals for consideration for the remaining duration of the Order based on our tentative determination that there is merit to allowing carriers to modify their schedules for competitive or operational reasons through various market mechanisms prior to the effective date of the August 29, 2006 Final Rule regulating scheduled arrivals at O'Hare. After considering the responses, the FAA has determined to make this finding final.

*Accordingly*, with respect to scheduled flight operations at O'Hare under the August 2004 Order, as amended, *it is ordered that paragraph 6 be amended to state:*

6. An air carrier who is currently operating or has committed prior to the expiration of this Order to operate at O'Hare by January 27, 2007, may buy, sell, lease or otherwise transfer or trade any scheduled arrival from 7 a.m. through 8:59 p.m. to or from any other air carrier who is currently operating or has committed prior to the expiration of this Order to operate at O'Hare by January 27, 2007. Transactions permitted by this paragraph must be completed prior to the October 28, 2006 expiration of this Order. Each air carrier must receive advance written approval of the Administrator, or her delegate, of the trade or transfer. All requests to trade or transfer a scheduled arrival must be submitted in writing to the FAA Slot Administration Office, facsimile (202) 267-7277 or e-mail 7-AWA-Slotadmin@faa.gov, and must come from a designated representative of the air carrier.

<sup>2</sup> We additionally reject Independence Air's arguments for the following reasons. First, we do not view the Arrival Authorizations created in the August 2004 Order to be "property" within the definition of the Bankruptcy Code. 11 U.S.C. 541(a). These Arrival Authorizations did not provide the opportunity to receive value through a purchase, sale or lease and without a market, had no value. *In re Gull Air*, 890 F. 2d 1255 (1st Cir. 1989). They were merely restrictions on the use of property—airplanes, not property in themselves. *In re Braniff Airways*, 700 F. 2d 935 (5th Cir. 1983).

Issued in Washington, DC, on October 6, 2006.

Marion C. Blakey,  
Administrator.

[FR Doc. 06-8658 Filed 10-10-06; 11:49 am]  
BILLING CODE 4910-13-P

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Membership in the National Parks Overflights Advisory Group**

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

**ACTION:** Notice.

**SUMMARY:** By Federal Register notice (See 71 FR 16610; April 3, 2006), the National Park Service (NPS) and the Federal Aviation Administration (FAA), asked interested persons to apply to fill six vacant positions on the National Parks Overflights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC). The vacancies represent general aviation (one vacancy), commercial air tour operators (two vacancies), environmental concerns (two vacancies) and Native American tribes (one vacancy), and invited interested persons to apply to fill the vacancies due to completion (October 9, 2006) of a three-year term appointment. This notice informs the public of the persons selected to fill the vacancies on the NPOAG ARC.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Executive Resource Staff, Western-Pacific Region Headquarters, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, e-mail: Barry.Brayer@faa.gov, or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225-3563, or Karen\_Trevino@nps.gov.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve

alternating 1-year terms as chairman of the advisory group.

The advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

#### **Changes in Membership**

Current members of the NPOAG ARC are as follows:

Heidi Williams representing general aviation.

Richard Larew, Alan Stephen, and Elling Halvorson representing commercial air tour operations.

Chip Dennerlein, Don Barger, Charles Maynard, and Mark Peterson representing environmental interests.

Rory Majenty and Richard Deertrack representing Native American tribes.

To maintain the balanced representation of the group, the FAA and the NPS recently published a notice in the *Federal Register* (See 71 FR 16610; April 3, 2006) asking interested persons to apply to fill the following vacancies on the NPOAG as follows:

General aviation (one vacancy)

Commercial air tour operators (two vacancies)

Environmental interests (two vacancies)

Native American tribes (one vacancy)

New members beginning October 10, 2006, are Matthew Zuccaro and Dr. Gregory A. Miller, vice Richard Larew and Charles Maynard respectively; returning members selected to fill the vacancies for additional terms are Heidi Williams, Richard Deertrack, Chip Dennerlein, and Alan Stephen.

Issued in Hawthorne, California, on October 4, 2006.

Lynore C. Brekke,

Acting Regional Administrator, Western-Pacific Region.

[FR Doc. E6-17030 Filed 10-12-06; 8:45 am]

BILLING CODE 4910-13-P



- Action Item Review.

Attendance is open to the public, but will be limited to the availability of meeting room space. Please confirm your attendance with the person listed in the **FOR FURTHER INFORMATION CONTACT** section no later than November 15, 2006. Please provide the following information: Full legal name, country of citizenship, and name of your industry association, or applicable affiliation. If you are attending as a public citizen, please indicate so.

For persons participating by telephone, the call-in number is (202) 366-3920; the Passcode is "1158". To insure that sufficient telephone lines are available, please notify the person listed in the **FOR FURTHER INFORMATION CONTACT** section of your intent to participate by telephone by November 15, 2006. Anyone calling from outside the Washington, DC metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by November 15, 2006, to present oral statements at the meeting. Written statements may be presented to the committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues or by providing copies at the meeting. Copies of the document to be presented to ARAC for decision by the FAA may be made available by contacting the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

If you need assistance or require a reasonable accommodation for the meeting or meeting documents, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Sign and oral interpretation, as well as a listening device, can be made available if requested 10 calendar days before the meeting.

Issued in Washington, DC, on October 23, 2006.

Eve Adams,

*Acting Director, Office of Rulemaking.*

[FR Doc. E6-18146 Filed 10-27-06; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**ACTION:** Notice of meeting.

**SUMMARY:** The Federal Aviation Administration (FAA) and the National Park Service (NPS), in accordance with the National Parks Air Tour

Management Act of 2000, announce the next meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee (ANPOAG ARC). This notice informs the public of the date, location, and agenda for the meeting.

**Date and Location:** The NPOAG ARC will meet from November 28–30, 2006, at the Zion National Park Lodge, Zion National Park, Springdale, Utah 84767, phone number (435) 772-0211. The meeting will begin at 8 a.m. on Tuesday, November 28, 2006.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Manager, Executive Resource Staff, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 100, Ft. Collins, CO 80525, telephone (970) 225-3563, [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000, enacted on April 5, 2000, as Public Law 106-181 (Pub. L. 106-181), required the establishment of a National Parks Overflights Advisory Group (NPOAG) within one year after its enactment. The NPOAG was to be a balanced group representative of general aviation, commercial air tour operations, environmental concerns, and Indian tribes. The duties of the NPOAG include providing advice, information, and recommendations to the NPS Director and the FAA Administrator, on implementation of Public Law 106-181, quiet aircraft technology, other measures that might accommodate interests to visitors to national parks, and, at the request of the Director and Administrator, on safety, environmental, and other issues related to commercial air tour operations over national parks or tribal lands.

On March 12, 2001, the FAA and NPS announced the establishment of the NPOAG (48 FR 14429). On October 10, 2003, the Administrator signed Order No. 1110-138 establishing the NPOAG as an aviation rulemaking committee (ARC) and on January 20, 2006, the Administrator updated Order No. 1110.138 and signed Order No. 1110.138A (71 FR 16610). The advisory group has held nine meetings. The current members of the NPOAG ARC are Heidi Williams (general aviation), Matthew Zuccaro, Elling Halvorson, and Alan Stephen (commercial air tour operations), Don Barger, Chip

Dennerlein, Dr. Gregory A. Miller and Mark Peterson (environmental interests), and Rory Majenty and Richard Deertrack (Native American tribes).

#### Agenda for the November 28–30, 2006 Meeting

The agenda for the meeting will include, but is not limited to, the following review and approval of previous meeting minutes; discussion of Interim Operating Authority (IOA) issues; update on ongoing Air Tour Management Program (ATMP) projects; NPOAG Subgroup assignments and reports; discussion of Mt. Rushmore Draft Environmental Assessment (EA).

#### Attendance at the Meeting

Although this is not a public meeting, interested persons may attend. Because seating is limited, if you plan to attend, please contact one of the persons listed under **FOR FURTHER INFORMATION CONTACT** so that meeting space may be made to accommodate all attendees.

#### Record of the Meeting

If you cannot attend the meeting, a summary record of the meeting will be made available under the program information section of the FAA ATMP Web site at <http://www.atmp.faa.gov> or through the Executive Resource Staff, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800.

Issued on October 20, 2006.

Barry S. Brayer,

*Executive Resource Manager, Western-Pacific Region.*

[FR Doc. 06-8950 Filed 10-27-06; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-26066]

#### Qualification of Drivers; Exemption Applications; Vision

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of applications for exemptions; request for comments.

**SUMMARY:** FMCSA announces receipt of applications from 75 individuals for exemptions from the vision requirement in the Federal Motor Carrier Safety Regulations. If granted, the exemptions would enable these individuals to qualify as drivers of commercial motor vehicles (CMVs) in interstate commerce



**SUMMARY:** This is a Notice of the Presidential declaration of a major disaster for the State of Texas (FEMA-1606-DR), dated 09/24/2005.

**Incident:** Hurricane Rita.

**Incident Period:** 09/23/2005 and continuing.

**Effective Date:** 09/24/2005.

**Physical Loan Application Deadline Date:** 11/23/2005.

**EIDL Loan Application Deadline Date:** 06/26/2006.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Disaster Area Office 3, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street, Suite 6050, Washington, DC 20416

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the President's major disaster declaration on 09/24/2005, applications for disaster loans may be filed at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

**Primary Counties:**

Chambers, Galveston, Hardin, Jasper, Jefferson, Liberty, Newton, Orange, and Tyler.

**Contiguous Counties/Parishes: Texas:**

Angelina, Brazoria, Harris, Montgomery, Polk, Sabine, San Augustine, and San Jacinto.

**Louisiana:**

Beauregard, Calcasieu, Cameron, Sabine, and Vernon.

The Interest Rates are:

	Percent
Homeowners With Credit Available Elsewhere: .....	5.375
Homeowners Without Credit Available Elsewhere: .....	2.687
Businesses With Credit Available Elsewhere: .....	6.557
Businesses & Small Agricultural Cooperatives Without Credit Available Elsewhere: .....	4.000
Other (Including Non-Profit Organizations) With Credit Available Elsewhere: .....	4.750
Businesses and Non-Profit Organizations Without Credit Available Elsewhere: .....	4.000

The number assigned to this disaster for physical damage is 102038 and for economic injury is 102040. (Catalog of Federal

Domestic Assistance Numbers 59002 and 59008)

**Herbert L. Mitchell,**  
Associate Administrator for Disaster Assistance.

[FR Doc. 05-19836 Filed 10-3-05; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review, Request for Comments; Clearance of a New Information Collection Activity, Air Carriers Listing of Leading Outsource Maintenance Providers

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FAA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection. The FAA will use the data from the proposed collection to determine satisfaction of customers receiving services resulting from a contract with Lockheed Martin.

**DATES:** Please submit comments by November 3, 2005.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

**Title:** Automated Flight Service Station A-76 competition.

**Type of Request:** Approval for a new collection.

**OMB Control Number:** 2120-xxxx.

**Form(s):** Customer Satisfaction Survey.

**Affected Public:** A Total of 8,000 General Aviation Pilots.

**Frequency:** The survey will be available to respondents for them to use as needed.

**Estimated Average Burden Per Response:** 10 minutes.

**Estimated Annual Burden Hours:** An estimated 1,333 hours annually.

**Abstract:** The proposed survey will be conducted to determine customer satisfaction with Lockheed Martin's provision of flight services through the contract that was competitively sourced in an OMB A-76 Circular Competitive Sourcing initiative. The results of the survey will be used as a measure in evaluating Lockheed Martin's performance of the service. Responses are voluntarily solicited from the

customers, primarily general aviation pilots.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC on September 29, 2005.

**Judith D. Street,**

FAA Information Collection Clearance Officer, Information Systems and Technology Services Staff, ABA-20.

[FR Doc. 05-19857 Filed 10-3-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**ACTION:** Notice of meeting.

**SUMMARY:** The National Park Service (NPS) and Federal Aviation Administration (FAA), in accordance with the National Parks Air Tour Management Act of 2000, announce the next meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee (NPOAG ARC). This notice informs the public of the date, location, and agenda for the meeting.

**Dates and Location:** The NPOAG ARC will meet November 8-9, 2005, at the Stanley Hotel, Estes Park, 333 Wonderview Ave, Estes Park, CO 80517. The meeting will begin at 8 a.m. on Tuesday, November 8, 2005.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Manager, Executive Resource Staff, Western Pacific Region, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, or [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350,



Ft. Collins, CO, 80525, telephone (970) 225-3563, or Karen\_Trevino@nps.gov.

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000, enacted on April 5, 2000, as Public Law 106-181 (Pub. L. 106-181), required the establishment of a National Parks Overflights Advisory Group within 1 year after its enactment. The NPOAG was to be a balanced group representative of general aviation, commercial air tour operations, environmental concerns, and Indian tribes. The duties of the NPOAG included providing advice, information, and recommendations to the Director, NPS, and to the Administrator, FAA, on the implementation of Public Law 106-181, on quiet aircraft technology, on other measures that might accommodate interests to visitors to national parks, and, at the request of the Director and Administrator, on safety, environmental, and other issues related to commercial air tour operations over national parks or tribal lands.

On March 12, 2001, the FAA and NPS announced the establishment of the NPOAG (48 FR 14429). The advisory group has held five meetings: August 28-29, 2001, in Las Vegas, Nevada; October 4-5, 2002, in Tusayan, Arizona; October 20-21, 2003 in Jackson, Wyoming; March 18-19, 2004, in Boulder City, NV; and September 9-10, 2004, in Washington, DC.

On October 10, 2003, the Administrator signed Order No. 1110-138 establishing the NPOAG as an aviation rulemaking committee. The current members of the NPOAG ARC are Heidi Williams (general aviation), Richard Larew, Elling Halverson, and Alan Stephen (commercial air tour operations), Chip Dennerlein and Charles Maynard (environmental interests), and Germaine White and Richard Deertrack (Indian tribes). The FAA and NPS are soliciting two additional members to represent environmental interests.

##### Agenda for the November 7-8, 2005 Meeting

The NPOAG ARC will review tribal issues, prevention and mitigation of significant adverse environmental impacts, modifications to interim operating authority, new entrant operators and increased operations of existing operators, and quiet technology. A final agenda will be available the day of the meeting.

##### Attendance at the Meeting

Although this is not a public meeting, interested persons may attend. Because seating is limited, if you plan to attend, please contact one of the persons listed under **FOR FURTHER INFORMATION CONTACT** so that meeting space may accommodate your attendance.

##### Record of the Meeting

If you cannot attend the meeting, a summary record of the meeting will be made available through the National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO, 80525, telephone (970) 225-3563.

Issued in on September 23, 2005.

**Barry Brayer,**

*Manager, Executive Resource Staff, Western Pacific Region.*

[FR Doc. 05-19785 Filed 10-3-05; 8:45 am]  
BILLING CODE 4910-13-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Record of Decision: City of St. Louis and St. Louis County, MO

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Record of Decision.

**SUMMARY:** The FHWA is issuing this notice to advise interested parties that a Record of Decision has been signed for the Final Environmental Impact Statement (FEIS) for an Interstate reconstruction project in the City of St. Louis and St. Louis County, Missouri.

**FOR FURTHER INFORMATION CONTACT:** Ms. Peggy J. Casey, Environmental Projects Engineer, FHWA A Division Office, 209 Adams Street, Jefferson City, MO 65101, Telephone: (573) 638-2620 or Ms. Kathryn Harvey, State Design Engineer, Missouri Department of Transportation, 105 West Capitol Avenue, P.O. Box 270, Jefferson City, MO 65102, Telephone: (573) 751-2876.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Missouri Department of Transportation (MoDOT), has prepared an FEIS for a project on I-64/U.S. 40 from west of Spoede Road to west of Sarah Street in St. Louis County and the City of St. Louis. Mr. Allen Masuda, FHWA Missouri Division Administrator, signed the Record of Decision for this project on July 18, 2005. This notice is being published in accordance with Section 6002 of SAFETEA-LU.

The selected alternative will replace deteriorated pavement and structurally

deficient and functionally obsolete bridges; and will improve geometrics, traffic operations and safety. I-64 will be widened from six lanes to eight lanes between Spoede Road and I-170. The selected alternative was chosen following a collaborative decision-making process that included a thorough consideration of all social, economic and environmental factors with an extensive involvement of resource agencies, local governments, organizations and the general public. The FEIS includes completion and approval of a Final Section 4(f) Evaluation for impacts to parks and historic sites.

The ROD and other NEPA documents are available on the project Web site at <http://www.thenewi64.org/> or by contacting FHWA or MoDOT at the addresses previously provided.

Dated: Issued on: September 27, 2005.

**Peggy J. Casey,**

*Environmental Projects Engineer, Jefferson City.*

[FR Doc. 05-19828 Filed 10-3-05; 8:45 am]

BILLING CODE 4910-22-M

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

##### Release of Waybill Data

The Surface Transportation Board has received a request from GATX Rail (WB512-11-9/2/05), for permission to use certain data from the Board's Carload Waybill Samples. A copy of this request may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Contact: Mac Frampton, (202) 565-1541.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 05-19725 Filed 10-3-05; 8:45 am]

BILLING CODE 4915-01-P

#### DEPARTMENT OF THE TREASURY

##### Public Meeting of the President's Advisory Panel on Federal Tax Reform

**AGENCY:** Department of the Treasury.



Specialist, Federal Aviation Administration, Texas Airports Development Office, ASW-650, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0650. Telephone (817) 222-5607. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval to the Noise Compatibility Program revision for Austin-Bergstrom International Airport, effective August 5, 2005.

Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each Airport's Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations.

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems,

or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA regional office in Fort Worth, Texas.

The city of Austin submitted to the FAA on April 5, 1999, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from August 1998 through March 1999. Subsequently, the city submitted a revised 2004 noise exposure map, which the FAA approved on May 8, 2000. The Austin-Bergstrom International Airport's noise exposure maps were determined by FAA to be in compliance with applicable requirements on April 5, 1999 and May 8, 2000. Notices of these determinations were published in the *Federal Register* on April 20, 1999 and May 25, 2000, respectively.

The Austin-Bergstrom International Airport study contains a proposed Noise Compatibility Program revision comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program revision as described in section 47504 of the Act. The FAA began its review of the program revision on February 11, 2005, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program revision contained one (1) proposed action for noise mitigation off the airport. The FAA completed its review and

determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program revision, therefore, was approved by the FAA effective August 5, 2005.

Outright approval was granted for the one (1) specific program measure. Approved action elements included a land use mitigation measure involving a land acquisition program and a sound insulation program. These determinations are set forth in detail in a Record of Approval signed by the Associate Administrator for Airports, ARP-1, on August 5, 2005. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Austin-Bergstrom International Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Fort Worth, Texas, August 24, 2005.

**Kelvin L. Solco,**

*Manager, Airports Division.*

[FR Doc. 05-17381 Filed 8-31-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**AGENCIES:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The National Park Service (NPS) and the Federal Aviation Administration (FAA), as required by the National Parks Air Tour Management Act of 2000, established the National Parks Overflights Advisory Group (NPOAG) in March 2001. The NPOAG was formed to provide continuing advice and counsel with respect to commercial air tour operations over and near national parks. On October 10, 2003, the Administrator signed Order No. 1110-138 establishing the NPOAG as an aviation rulemaking committee (ARC). This notice informs the public of a vacancy on the NPOAG ARC, for a member representing air Indian tribal interests, and invites interested persons to apply to fill the vacancy.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Executive Resource Staff, Western Pacific Region Headquarters,



15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, E-mail: [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225-3563, or [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

By Order No. 1110-138, October 10, 2003, the NPOAG became an aviation rulemaking committee (ARC).

The NPOAG ARC provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

Members of the NPOAG ARC may be allowed certain travel expenses as authorized by section 5703 of title 5, United States Code, for intermittent Government Service.

The NPOAG ARC is made up of four members representing the air tour industry, four members representing environmental interests, and two members representing Native American interests.

##### Public Participation in the NPOAG ARC

In order to maintain the balanced representation of the group, the FAA

and the NPS invite persons interested in serving on the NPOAG ARC to represent Indian Tribal interests to contact either of the persons listed in **FOR FURTHER INFORMATION CONTACT**. Requests to serve on the NPOAG ARC should be made in writing and postmarked on or before. The request should indicate the Indian tribe that you are a member of, and what expertise you would bring to Native American interests while serving on the NPOAG. The term of service for NPOAG members is 3 years.

Issued in Washington, DC on August 26, 2005.

William C. Withycombe,

Regional Administrator, Western-Pacific Region.

[FR Doc. 05-17385 Filed 8-31-05; 8:45 am]

BILLING CODE 4910-13-P

#### DEPARTMENT OF TRANSPORTATION

##### Surface Transportation Board

[STB Finance Docket No. 34736]

##### Watco Companies, Inc.—Continuance in Control Exemption—Yellowstone Valley Railroad, Inc

Watco Companies, Inc. (Watco), has filed a verified notice of exemption to continue in control of the Yellowstone Valley Railroad, Inc. (YVRR), upon YVRR's becoming a Class III rail carrier.<sup>1</sup>

The transaction was scheduled to be consummated on or shortly after August 9, 2005.<sup>2</sup>

This transaction is related to the concurrently filed verified notice of exemption in STB Finance Docket No. 34737, *Yellowstone Valley Railroad, Inc.—Lease and Operation Exemption—BNSF Railway Company*. In that proceeding, YVRR seeks to acquire by lease from the BNSF Railway Company and operate approximately 171.97 miles of rail line extending between: (1) Milepost 6.0, near Glendive, MT, and milepost 78.6, near Snowden, MT; and (2) milepost 0.93, near Bainville, MT, and milepost 100.3, near Scobey, MT.<sup>3</sup>

Watco, a Kansas corporation, is a noncarrier that currently controls 12

<sup>1</sup> Watco owns 100% of the issued and outstanding stock of YVRR.

<sup>2</sup> Although Watco indicated that this transaction would be consummated on or shortly after August 9, 2005, YVRR, in STB Finance Docket No. 34737, indicated that the underlying lease transaction would not be consummated until August 15, 2005.

<sup>3</sup> YVRR also seeks to acquire incidental, overhead trackage rights over the BNSF rail lines located between: (1) milepost 78.6, on the BNSF Sidney Subdivision, near Snowden, MT, and milepost 0.93, on the BNSF Scobey Subdivision, near Bainville, MT, via the BNSF Glasgow Subdivision between Snowden and Bainville; and (2) milepost 6.0, near Glendive, MT, and milepost 0.0, at Glendive, MT.

Class III rail carriers: South Kansas and Oklahoma Railroad Company (SKO); Palouse River & Coulee City Railroad, Inc. (PRCC); Timber Rock Railroad, Inc. (TIBR); Stillwater Central Railroad, Inc. (SLWC); Eastern Idaho Railroad, Inc. (EIRR); Kansas & Oklahoma Railroad, Inc. (K&O); Pennsylvania Southwestern Railroad, Inc. (PSWR); Great Northwest Railroad, Inc. (GNR); Kaw River Railroad, Inc. (KRR); Mission Mountain Railroad, Inc. (MMT); Appalachian & Ohio Railroad, Inc. (AO); and Mississippi Southern Railroad, Inc. (MSRR).

Applicant states that: (1) The rail lines operated by SKO, PRCC, TIBR, SLWC, EIRR, K&O, PSWR, GNR, KRR, MMT, AO and MSRR do not connect with the rail lines being leased by YVRR; (2) the continuance in control is not part of a series of anticipated transactions that would connect the rail lines being acquired by YVRR with any railroad in the Watco corporate family; and (3) neither YVRR nor any of the carriers controlled by Watco are Class I carriers. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2). The purpose of the transaction is to reduce overhead expenses and coordinate billing, maintenance, mechanical and personnel policies and practices of applicant's rail carrier subsidiaries and thereby improve the overall efficiency of rail service provided by the 13 railroads.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Accordingly, the Board may not impose labor protective conditions here, because all of the carriers involved are Class III carriers.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34736, must be filed with the Surface Transportation Board, 1925 K Street, NW., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Karl Morell, Of Counsel, Ball Janik LLP, 1455 F Street, NW., Suite 225, Washington, DC 20005.



is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on May 24, 2005.

**Michael A. Robinson,**  
Office of the Chief Information Office, United States Department of Transportation.  
[FR Doc. 05-10726 Filed 5-27-05; 8:45 am]  
BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the National Parks Overflights Advisory Group

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice.

**SUMMARY:** By Federal Register notice published on February 10, 2005, the National Park Service (NPS) and the Federal Aviation Administration (FAA), asked interested persons to apply to fill two vacant positions representing environmental interests on the National Parks Overflights Advisory Group (NPOAG). This notice informs the public of the persons selected to fill that vacancy on the NPOAG.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Executive Resource Staff, Western Pacific Region Headquarters, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, e-mail: [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO, 80525, telephone (970) 225-3563, or [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Pub. L. 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The NPOAG was established in March 2001. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns,

and Native American tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

The advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

#### Changes in Membership

To maintain the balanced representation of the group, the FAA and the NPS recently published a notice in the Federal Register asking interested persons to apply to fill two vacancies representing environmental interests on the NPOAG. The persons selected to fill those positions are Don Barger, National Parks Conservation Association, and Mark Peterson, Missouri Audubon. The current members of the NPOAG ARC are Heidi Williams (general aviation), Richard Larew, Elling Halverson, and Alan Stephen (commercial air tour operations), Chip Dennerlein and Charles Maynard (environmental), and Germaine White and Richard Deertrack (Indian tribes).

Issued in Hawthorne, California, on May 18, 2005.

**William C. Withycombe,**  
Regional Administrator, Western-Pacific Region.

[FR Doc. 05-10686 Filed 5-27-05; 8:45 am]  
BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the Grand Canyon Working Group of the National Parks Overflights Advisory Group

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

**ACTION:** Notice.

**SUMMARY:** By Federal Register notice published on March 30, 2005, the

National Park Service (NPS) and the Federal Aviation Administration (FAA), announced the establishment of a Grand Canyon Working Group within the National Parks Overflights Advisory Group (NPOAG) and asked interested persons to apply for membership on the new Working Group. This notice informs the public of the persons selected for the Grand Canyon Working Group and the date and location of the first meeting.

#### FOR FURTHER INFORMATION CONTACT:

Lynne Pickard, Senior Advisor for Environmental Policy, Federal Aviation Administration, 800 Independence Avenue NW., Washington, DC 20591, telephone (202) 267-3576, [lynne.pickard@faa.gov](mailto:lynne.pickard@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225-3563, [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Overflights Act of 1987 (Pub. L. 100-91) requires actions by the Department of the Interior/ National Park Service (DOI/NPS) and the Federal Aviation Administration (FAA) to provide for substantial restoration of the natural quiet and experience of the Grand Canyon National Park and for protection of public health and safety from adverse effects associated with aircraft overflights.

The NPS and the FAA are committed to the joint Federal leadership necessary to complete this task with the participation of stakeholders, including tribal governments. The NPS and the FAA have engaged the U.S. Institute for Environmental Conflict Resolution and Lucy Moore Associates to assist the agencies and stakeholders in developing a final overflights plan that will meet the goals and receive broad support.

The National Parks Overflights Advisory Group (NPOAG) is an appropriate forum for bringing agencies, tribal governments, aviation and environmental interests together to address this issue. The NPS and the FAA, as required by the National Parks Air Tour Management Act of 2000, established the NPOAG in March 2001. By FAA Order No. 1110-138, signed by the FAA Administrator on October 10, 2003, the NPOAG became an Aviation Rulemaking Committee (ARC). The NPOAG is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. It provides



advice, information, and recommendations to the FAA Administrator and NPS Director with respect to commercial air tour operations over and near national parks and abutting tribal lands. The Administrator and Director may also request the NPOAG's advice and recommendations on safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands.

#### Structure of the Grand Canyon Working Group

The Grand Canyon Working Group will be comprised of 20 members to assure a representative and balanced group of agency, tribal, environmental, recreation, and aviation interests. The Working Group will be co-chaired by a representative of the NPS and a representative of the FAA, and will be facilitated by Lucy Moore Associates, a third-party neutral contracted through the U.S. Institute for Environmental Conflict Resolution. The Working Group will address issues related to Grand Canyon overflight noise; seek meaningful, realistic and implementable solutions; and achieve as much consensus as possible on an overflights plan among the multiple interests that have a stake in this issue.

The Working Group will be a self-contained group within the NPOAG that will report simultaneously to the NPOAG, the NPS, and the FAA. The Working Group will have specific responsibility for Grand Canyon overflight matters, including but not limited to:

- Review of the overflights noise analysis in order to have confidence in the approach and results.
- Recommendations for a final overflights plan that provides for the substantial restoration of natural quiet and experience of the Grand Canyon National Park, including routes or corridors for commercial air tour operations that employ quiet aircraft technology, and for protection of public health and safety from adverse effects associated with aircraft overflights.
- Participation in the development of aviation regulations necessary to implement the recommendations.

#### Date and Location of First Working Group Meeting

The first Working Group will be held July 13–14, 2005 in Flagstaff, Arizona at Thornager's/The Kilted Cat, 2640 West Kiltie Lane, telephone (928) 774–8583. The meeting will begin at 1:30 p.m. on July 13 and end at 5 p.m. on July 14. An agenda will be distributed to Working Group Members and posted on the

Grand Canyon Overflights web site (<http://overflights.faa.gov>) in advance of the meeting. The meeting is an open meeting. Anyone may attend as an observer. Business will be conducted by the Working Group, facilitated by Lucy Moore and supported by NPS and FAA staff. Observers will not participate in the Working Group's discussions, but will be afforded an opportunity during the meeting to ask questions and provide comments. The Working Group is anticipated to meet quarterly and to review and exchange information and views between meetings via mail, telephone, and Email. Meetings will be held within reasonable geographic proximity to the Grand Canyon to minimize travel time and expenses of most participants.

The Working Group may be convened for approximately 3 years, assuming the need for aviation rulemaking activity and accompanying National Environmental Policy Act review following the Working Group's recommendations. The final overflights plan shall ensure that the restoration of natural quiet required by the National Parks Overflights Act is completed no later than April 22, 2008, in accordance with the Presidential memorandum of April 22, 1996.

#### Working Group Members

On March 30, 2005, the FAA and the NPS published a notice in the Federal Register asking interested persons who met the qualifications requirements to apply for membership in the Working Group. The number of qualified applicants exceeded the number of seats allocated for the Working Group, making the selection process a challenging one. Members have been selected to provide a balanced group of key interests. The persons selected for membership are Ms. Katherine Andrus (Air Transport Association), Mr. Bill Austin (U.S. Fish and Wildlife Service), Mr. Alan Downer (Navajo Nation), Mr. Mark Grisham (Grand Canyon River Outfitters Association), Mr. Elling Halvorson (Papillon Airways), Mr. Dick Hingson (Grand Canyon Trust and National Parks Conservation Association), Mr. Leigh Kuwanwisiwma (Hopi Tribe), Mr. Cliff Langness (Westwind Aviation/King Airlines), Mr. Roland Manakaja (Havasupai Tribe), Mr. Jim McCarthy (Sierra Club), Mr. Doug Nering (Grand Canyon Hikers and Backpackers Association), Ms. Lynne Pickard (FAA and Working Group co-chair), Mr. Alan Stephen (Grand Canyon Airlines), Mr. John Sullivan (Sundance Helicopters), Ms. Karen Trevino (National Park Service and Working Group co-chair), Mr. Charles Vaughn

(Hualapai Tribe), Ms. Heidi Williams (Aircraft Owners and Pilots Association), Mr. David Yeaman (Grand Canyon Private Boaters Association), and Mr. Alan Zusman (Department of Defense/U.S. Navy). The representatives named above total 19 to fill the 20-member Working Group because the Grand Canyon Trust and the National Parks Conservation Association have each been selected for membership, but have initially proposed to share a representative. A 20th person will be added to the Working Group, allowing each member organization an individual representative, if this sharing arrangement changes.

Members may designate alternates to substitute for them if they are unable to attend any meetings. Alternates must be approved in advance by the NPS and FAA co-chairs, consistent with the procedure used by the NPOAG. FAA and NPS will maintain a roster of qualified alternates, including but not limited to applications received for Working Group membership, and members may seek alternates from the roster instead of recommending their own. Members and alternates are responsible for keeping each other fully informed, and alternates must be prepared to participate and represent their area of interest.

#### Questions on Working Group, Meeting, or Membership

Questions about the formation and first meeting of the Working Group, as well as the membership selection process, may be referred to Ms. Lucy Moore, 5 Seton Plaza, Santa Fe, New Mexico 87508, telephone (505) 820–2166, fax (505) 820–2191, Email: [lucymoore@nets.com](mailto:lucymoore@nets.com).

Issued in Hawthorne, California on May 17, 2005.

William C. Withycombe,

Regional Administrator, Western-Pacific Region.

[FR Doc. 05–10684 Filed 5–27–05; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**ACTION:** Notice of meeting.

**SUMMARY:** The National Park Service (NPS) and Federal Aviation Administration (FAA), in accordance with the National Parks Air Tour



Management Act of 2000, announce the next meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee (NPOAG ARC). This notice informs the public of the date, location, and agenda for the meeting.

**DATES:** The NPOAG ARC will meet June 21–23, at the Rushmore Plaza Holiday Inn, 505 North Fifth Street, Rapid City, SD 57701. The meeting will begin at 8:30 a.m. on Tuesday, June 21, 2005.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Manager, Executive Resource Staff, Western Pacific Region, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725–3800, or [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225–3563, or [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The National Parks Air Tour Management Act of 2000, enacted on April 5, 2000, as Public Law 106–181 (Pub. L. 106–181), required the establishment of a National Parks Overflights Advisory Group within 1 year after its enactment. The NPOAG was to be a balanced group representative of general aviation, commercial air tour operations, environmental concerns, and Indian tribes. The duties of the NPOAG included providing advice, information, and recommendations to the Director, NPS, and to the Administrator, FAA, on the implementation of Public Law 106–181, on quiet aircraft technology, on other measures that might accommodate interests to visitors to national parks, and, at the request of the Director and Administrator, on safety, environmental, and other issues related to commercial air tour operations over national parks or tribal lands.

On March 12, 2001, the FAA and NPS announced the establishment of the NPOAG (48 FR 14429). The advisory group has held six meetings: August 28–29, 2001, in Las Vegas, Nevada; October 4–5, 2002, in Tusayan, Arizona; October 20–21, 2003 in Jackson, Wyoming; March 18–19, 2004, in Boulder City, NV; September 9–10, 2004, in Washington, DC and February 23–25, 2005 in Gatlinburg, TN.

On October 10, 2003, the Administrator signed Order No. 1110–138 establishing the NPOAG as an aviation rulemaking committee. The current members of the NPOAG ARC are Heidi Williams (general aviation), Richard Larew, Elling Halverson, and

Alan Stephen (commercial air tour operations), Don Barger, Chip Dennerlein, Charles Maynard, and Mark Peterson (environmental interests), and Germaine White and Richard Deertrack (Indian tribes).

**Agenda for the June 21–23, 2005 Meeting**

The NPOAG ARC will review various aspects of the Air Tour Management Plan schedule, environmental impact analysis procedures, interim operating authority, acoustic modeling, implementation plan, and other matters related to the Act.

**Attendance at the Meeting**

Although this is not a public meeting, interested persons may attend. Because seating is limited, if you plan to attend, please contact one of the persons listed under **FOR FURTHER INFORMATION CONTACT** so that meeting space may accommodate your attendance.

**Record of the Meeting**

If you cannot attend the meeting, a summary record of the meeting will be made available through the National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225–3563.

Issued in Hawthorne, California on May 18, 2005.

William C. Withycombe,  
*Regional Administrator, Western-Pacific Region.*  
[FR Doc. 05–10685 Filed 5–27–05; 8:45 am]  
BILLING CODE 4910–13–P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**RTCA Special Committee 200/  
EUROCAE Working Group 60: Modular  
Avionics, 12th Joint Plenary Session**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 200/EUROCAE Working Group 60 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 200/EUROCAE Working Group 60: Modular Avionics.

**DATES:** The meeting will be held June 21–24, 2005, starting at 9 a.m.

**ADDRESSES:** The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** (1) 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 a Special Committee 200/EUROCAE Working Group 60 meeting. The agenda will include:

- June 21:
- Opening Plenary Session (Welcome and Introductory Remarks, Review/Accept Agenda, Review/Approve previous Common Plenary Summary minutes of February 15–18, 2005, Review Open Action Items, Establish process for resolution of editorial and technical comments on Final Review and Comment (FRAC) document Integrated Modular Avionics (IMA) Development Guidance and Certification Considerations).

- Plenary resolution of comments begins.

- June 22–23:
- Plenary resolution of comments continues.

- June 24:
- Closing Plenary Session (Complete resolution of FRAC comments, approve and forward FRAC document for approval, Review Action Items, Date and Place of Next Meeting, 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 May 17, 2005.

Natalie Ogletree,  
*FAA General Engineer, RTCA Advisory Committee.*

[FR Doc. 05–10720 Filed 5–27–05; 8:45 am]  
BILLING CODE 4910–13–M

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Second Meeting: RTCA Special  
Committee 203/Minimum Performance  
Standards for Unmanned Aircraft  
Systems and Unmanned Aircraft**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 203, Minimum Performance Standards for Unmanned Aircraft Systems and Unmanned Aircraft.



necessary for access to the Exchange's systems with respect to the option symbol(s) assigned to the RSQT. Thus, an RSQT could not trade options in which it is not assigned, and could not thereby function as an RSQT in a higher category level without having paid the appropriate RSQT fee.

#### Credits

The RSQT's fees would be subject to credits, based on the amount of permit fees<sup>12</sup> applicable to the RSQT, subject to maximum allowable credit applicable to each RSQT category. Thus, for example, a Category III RSQT would be assessed a monthly RSQT fee of \$4,700, and would be eligible to receive a permit credit against the \$4,700 RSQT fee, depending on the number and type of permits held by the member RSQT. For example, if there is one ROT trading permit held within a member organization, the member organization would receive a permit credit of \$1,200 (the cost of the first ROT permit purchased) against the \$4,700 RSQT fee. If there are two ROT trading permits held within the member organization, the member organization would receive a permit credit of \$2,200 (\$1,200 for the first permit + \$1,000 for the second permit) against the \$4,700 RSQT fee. If the member organization holds two ROT trading permits and one Order Flow Provider permit (allowing the member organization to submit orders to the option trading floor), the member organization would receive a permit credit of \$2,400 (\$1,200 for the first permit + \$1,000 for the second permit + \$200 for the Order Flow Provider permit), etc.<sup>13</sup> The maximum allowable permit credit for a Category III RSQT would be \$3,200, regardless of the number and type of permits held within the member organization.

The maximum allowable credit for each category of RSQT is progressively larger, similar to the progressively higher RSQT fees included in the fee schedule. The highest RSQT fee category, therefore, would receive the highest maximum allowable permit credit.

In addition to the above fees, RSQTs would be subject to the current transaction and other fees applicable to ROTs, as set forth in the Exchange's schedule of fees and charges.

performance and operational readiness of such systems, in addition to user training and validation of user technology as it pertains to such users' interfacing with the Exchange's systems.

<sup>12</sup> See *supra* note 6.

<sup>13</sup> See *supra* note 7.

#### 2. Statutory Basis

The Exchange believes that its proposal to amend its schedule of fees is consistent with Section 6 of the Act,<sup>14</sup> in general, and furthers the objectives of Section 6(b)(4) of the Act,<sup>15</sup> in particular, in that it provides for the equitable allocation of reasonable fees among its members.

#### B. Self-Regulatory Organization's Statement on Burden on Competition

The Exchange does not believe that the proposed rule change will impose any inappropriate burden on competition.

#### C. Self-Regulatory Organization's Statement on Comments on the Proposed Rule Change Received From Members, Participants or Others

No written comments were either solicited or received.

#### III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The foregoing proposed rule change establishes or changes a due, fee, or other charge imposed by the Exchange and therefore has become effective pursuant to Section 19(b)(3)(A) of the Act<sup>16</sup> and subparagraph (f)(2) of Rule 19b-4 thereunder.<sup>17</sup> At any time within 60 days of the filing of such rule change, the Commission may summarily abrogate such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purpose of the Act.<sup>18</sup>

#### IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposed rule change, as amended, is consistent with the Act. Comments may be submitted by any of the following methods:

##### Electronic Comments

- Use the Commission's Internet comment form (<http://www.sec.gov/rules/sro.shtml>); or
- Send an e-mail to [rule-comments@sec.gov](mailto:rule-comments@sec.gov). Please include File Number SR-Phlx-2005-12 on the subject line.

<sup>14</sup> 15 U.S.C. 78f.

<sup>15</sup> 15 U.S.C. 78f(b)(4).

<sup>16</sup> 15 U.S.C. 78s(b)(3)(A).

<sup>17</sup> 17 CFR 240.19b-4(f)(2).

<sup>18</sup> For purposes of calculating the 60-day abrogation period, the Commission considers the proposal to have been filed on March 22, 2005, the date the Phlx filed Amendment No. 2.

#### Paper Comments

- Send paper comments in triplicate to Jonathan G. Katz, Secretary, Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549-0609.

All submissions should refer to File Number SR-Phlx-2005-12. This file number should be included on the subject line if e-mail is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Internet Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for inspection and copying in the Commission's Public Reference Room. Copies of such filing also will be available for inspection and copying at the principal office of the Phlx. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File Number SR-Phlx-2005-12 and should be submitted on or before April 20, 2005.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>19</sup>

J. Lynn Taylor,

Assistant Secretary.

[FR Doc. E5-1394 Filed 3-29-05; 8:45 am]

BILLING CODE 8010-01-P

#### DEPARTMENT OF TRANSPORTATION

##### Federal Aviation Administration

##### Membership in the Grand Canyon Working Group of the National Parks Overflights Advisory Group Aviation Rulemaking Committee

AGENCIES: Federal Aviation Administration.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) and the National Park Service (NPS) are establishing a

<sup>19</sup> 17 CFR 200.30-3(a)(12).



Grand Canyon Working Group within the National Parks Overflights Advisory Group (NPOAG) to provide advice and recommendations regarding the implementation of the National Parks Overflights Act of 1987 with respect to the Grand Canyon. To the extent that recommendations involve aviation rulemaking, the Working Group will also participate in the development of the rule(s). This notice informs the public of the establishment of the Grand Canyon Working Group, describes its structure and qualifications for membership, and provides for nominations for membership in the Working Group.

**FOR FURTHER INFORMATION CONTACT:**

Lynne Pickard, Federal Aviation Administration, Senior Advisor for Environmental Policy, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-8767, E-mail: [lynne.pickard@faa.gov](mailto:lynne.pickard@faa.gov) or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO, 80525, telephone (970) 225-3563, E-mail: [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

**DATES:** Those interested in serving on the Grand Canyon Working Group should submit nominations to Ms. Pickard or Ms. Trevino on or before April 20, 2005. Electronic (E-mail) submissions are preferred.

**SUPPLEMENTARY INFORMATION:**

**Background**

The National Parks Overflights Act of 1987 (Pub. L. 100-91) requires actions by the Department of the Interior/ National Park Service (DOI/NPS) and the Federal Aviation Administration (FAA) to provide for substantial restoration of the natural quiet and experience of the Grand Canyon National Park and for protection of public health and safety from adverse effects associated with aircraft overflights. The achievement of this mandate has been a challenge technically, as well as practically in terms of generating broad support for the means of accomplishing substantial restoration of natural quiet.

The NPS and the FAA are committed to providing the joint Federal leadership necessary to complete this task with the active participation of engaged stakeholders, including sovereign tribal governments. FAA and NPS envision a collaborative approach to the remaining work using the collective professional knowledge and judgment of interested stakeholders. The NPS and the FAA have engaged the services of the U.S. Institute for Environmental Conflict Resolution and Lucy Moore Associates

to assist the agencies and stakeholders in the development of a final overflights plan for Grand Canyon National Park that will meet the goals of the National Parks Overflights Act of 1987 and be broadly supported by all parties. The National Parks Overflights Advisory Group (NPOAG) is an appropriate forum for bringing agencies, tribal governments, aviation, environmental and other interests together to address this issue. The NPOAG agreed with the establishment of a Grand Canyon Working Group at its meeting on February 23-24, 2005.

The NPS and the FAA, as required by the National Parks Air Tour Management Act of 2000, established the NPOAG in March 2001. By FAA Order No. 1110-138, signed by the FAA Administrator on October 10, 2003, the NPOAG became an Aviation Rulemaking Committee (ARC). The NPOAG was formed to provide continuing advice and counsel to the FAA Administrator and NPS Director with respect to commercial air tour operations over and near national parks and abutting tribal lands. The Administrator and Director may also request the NPOAG's advice and recommendations on safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands.

The NPOAG is comprised of a balanced group of representatives of general aviation, commercial air tour operators, environmental concerns, and Indian tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director chair the NPOAG in alternating 1-year terms.

**Structure of the Grand Canyon Working Group**

The Grand Canyon Working Group will be comprised of 11 to 20 members to assure a representative and balanced group of agency, tribal, environmental, aviation and other interests. The Working Group will be co-chaired by a representative of the NPS and a representative of the FAA, and will be facilitated by a third-party neutral contracted through the U.S. Institute for Environmental Conflict Resolution. The Working Group will address issues related to the federal agencies legal mandate to achieve substantial restoration of natural quiet in the Grand Canyon from overflight noise; seek meaningful, realistic and implementable solutions; and achieve as much consensus as possible on an overflights plan among the multiple interests that have a stake in this issue.

The Working Group will be a self-contained group within the NPOAG with specific responsibility for Grand Canyon overflight matters, including but not limited to:

- Review of the overflights noise analysis in order to have confidence in the approach and results.
- Recommendations for a final overflights plan that provides for the substantial restoration of natural quiet and experience of the Grand Canyon National Park, including routes or corridors for commercial air tour operations that employ quiet aircraft technology, and for protection of public health and safety from adverse effects associated with aircraft overflights.

- Participation in the development of aviation regulations necessary to implement the recommendations.

The Working Group will report simultaneously to the NPOAG, the NPS, and the FAA. The products of the Working Group will be available for review by the full NPOAG, but will not be subject to NPOAG revision. The NPOAG as a whole may decide to add support to or express reservations on particular work products or recommendations. Current NPOAG members will not automatically be assigned to the Working Group; rather, they must be nominated. The intent of the NPOAG is to nominate at least two current members to the Working Group to enhance NPOAG support and connectivity.

The Working Group is anticipated to meet quarterly for 1 to 2 days and to review and exchange information and views between meetings via mail, telephone, and Email. Meetings will be held within reasonable geographic proximity to the Grand Canyon to minimize travel time and expenses of most participants. The first meeting is expected to occur in June 2005. The Working Group may be convened for approximately 3 years, assuming the need for aviation rulemaking activity and accompanying National Environmental Policy Act review following the Working Group's recommendations. The final overflights plan shall ensure that the restoration of natural quiet required by the National Parks Overflights Act is completed no later than April 22, 2008, in accordance with the Presidential memorandum of April 22, 1996.

**Qualifications for Membership in the Grand Canyon Working Group**

The NPS and the FAA seek nominees to the Working Group that have the following qualifications:

- Ability and authority to represent a key constituency



- Ability to participate effectively in the Working Group's responsibilities described in this notice

- Ability to attend meetings and commit time to the working effort
- Ability to generate ideas and options, and to appreciate the needs of others

- Ability to participate with respect for all points of view

- Ability to speak and act with authority when decisions are required

- Willingness to engage in good-faith efforts to seek solutions consistent with the mandate that can gain the broadest consensus

Based on a review of nominations in comparison to these qualifications, the NPS and the FAA will select a balanced group of agency, tribal, aviation, and environmental members.

#### Nominations for Working Group Membership

Nominations to serve on the Grand Canyon Working Group should be submitted in writing, either by Email (which is preferred) or regular mail to Ms. Pickard at the FAA or Ms. Trevino at the NPS [see addresses above under **FOR FURTHER INFORMATION CONTACT**], and must be electronically dated or postmarked on or before April 20, 2005. Self-nominations are allowed. Nominations should address the nominee's abilities and experience with respect to the above qualifications and should include the following:

- Current job/position of nominee
- Group/Tribe/interest/constituency the nominee represents and their involvement with Grand Canyon overflights
- Nominee's background and/or expertise related to overflight noise at Grand Canyon
- Confirmation that nominee is prepared to dedicate the necessary time and resources
- Nominee's experience with negotiation and other collaborative processes

Dated: March 23, 2005.

William C. Withycombe,

FAA Western-Pacific Regional Administrator.  
[FR Doc. 05-6201 Filed 3-29-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2005-20763]

#### Notice of Request for the Extension of Currently Approved Information Collection

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

**ACTION:** Notice of request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, this notice announces the intention of the Federal Transit Administration (FTA) to request the Office of Management and Budget (OMB) to extend the following currently approved annual information collection and approve the addition of the collection of some monthly data requested by Congress: 49 U.S.C. § 5335(a) and (b) National Transit Database.

**DATES:** Comments must be submitted before May 31, 2005.

**ADDRESSES:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the United States Department of Transportation, Central Dockets Office, PL-401, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 10 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

**FOR FURTHER INFORMATION CONTACT:** Gary Delorme, National Transit Database Manager, Office of Program Management, (202) 366-1652.

**SUPPLEMENTARY INFORMATION:** Interested parties are invited to send comments regarding any aspect of this information collection, including: (1) The necessity and utility of the information collection for the proper performance of the functions of the FTA; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, and clarity of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection.

**Title:** 49 U.S.C. Section 5335(a) and (b) (OMB Number: 2132-0008).

**Background:** 49 U.S.C. § 5335(a) and (b) require the Secretary of Transportation to maintain a reporting system by uniform categories to

accumulate mass transportation financial and operating information and a uniform system of accounts and records. Twenty years ago, the National Transit Database (NTD) was created by Congress to be the repository of transit data for the nation. For FTA, the NTD is an agency mission critical Information Technology (IT) system. Congress created the NTD to provide validated data to determine the allocations for FTA's major formula grant programs. Each year transit authorities that receive FTA funding submit performance data, via the Internet, to the NTD. For the formula funding, they submit data on vehicle miles, fixed-guideway miles, ridership, and operating costs. These performance data are used in statutory formulae to apportion over \$4 billion in federal funds back to those agencies across the nation.

In addition, Congress provides much of the investment in the capital infrastructure of transit. The NTD reports to Congress on the level of that investment and the condition and performance of the capital assets funded by Congress. It reports each bus and railcar, the average age of the vehicle fleets, as well as the costs, condition and performance of bus and rail systems. All transit safety and security data is reported to the NTD. Since the 9/11 tragedy, the Department of Homeland Defense receives security incident data from the NTD. The National Transportation Safety Board (NTSB), the Department of Transportation (DOT), and the Government Accounting Office (GAO) use NTD safety data. The Department of Justice and DOT use NTD data for compliance with bus and paratransit provisions of the Americans with Disabilities Act of 1990. The Department of Labor uses NTD employment, hours and wage data. In addition, NTD fuel and engine data is used by the Environmental Protection Agency and the Department of Energy. The Federal Highway Administration incorporates transit financial and highway fixed-guideway (HOV) data in their annual reports. In fact, FTA could not fulfill its annual reporting requirements to Congress under the Government Performance and Results Act (GPRA) without NTD data. In addition, federal, state, and local governments, transit agencies/boards, labor unions, manufacturers, researchers, consultants and universities use the NTD for making transit related decisions. State governments also use the NTD in allocating funds under 49 U.S.C. Section 5307 and use NTD data



Authority: 15 U.S.C. 637(a)(17).

Emily Murphy,

Acting Associate Administrator for  
Government Contracting.

[FR Doc. 05-2526 Filed 2-8-05; 8:45 am]

BILLING CODE 8025-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee

**ACTION:** Notice of meeting.

**SUMMARY:** The National Park Service (NPS) and Federal Aviation Administration (FAA), in accordance with the National Parks Air Tour Management Act of 2000, announce the next meeting of the National Parks Overflights Advisory Group Aviation Rulemaking Committee (NPOAG ARC). This notice informs the public of the date, location, and agenda for the meeting.

**Dates and Location:** The NPOAG ARC will meet February 23-25, 2005, at the Holiday Inn Sunspree Resort, 520 Historic Nature Trail, Gatlinburg, TN 37738. The meeting will begin at 8:30 a.m. on Wednesday, February 23, 2005.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Manager, Executive Resource Staff, Western Pacific Region, Federal Aviation Administration, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, or [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225-3563, or [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov)

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000, enacted on April 5, 2000, as Public Law. 106-181 (Pub. L. 106-181), required the establishment of a National Parks Overflights Advisory Group within 1 year after its enactment. The NPOAG was to be a balanced group representative of general aviation, commercial air tour operations, environmental concerns, and Indian tribes. The duties of the NPOAG included providing advice, information, and recommendations to the Director, NPS, and to the Administrator, FAA, on the implementation of Pub. L. 106-181, on quiet aircraft technology, on other measures that might accommodate interests to visitors to national parks,

and, at the request of the Director and Administrator, on safety, environmental, and other issues related to commercial air tour operations over national parks or tribal lands.

On March 12, 2001, the FAA and NPS announced the establishment of the NPOAG (48 FR 14429). The advisory group has held five meetings: August 28-29, 2001, in Las Vegas, Nevada; October 4-5, 2002, in Tusayan, Arizona; October 20-21, 2003 in Jackson, Wyoming; March 18-19, 2004, in Boulder City, NV; and September 9-10, 2004, in Washington, DC.

On October 10, 2003, the Administrator signed Order No. 1110-138 establishing the NPOAG as an aviation rulemaking committee. The current members of the NPOAG ARC are Heidi Williams (general aviation), Richard Larew, Elling Halverson, and Alan Stephen (commercial air tour operations), Chip Dennerlein and Charles Maynard (environmental interests), and Germaine White and Richard Deertrack (Indian tribes). The FAA and NPS are soliciting two additional members to represent environmental interests.

#### Agenda for the February 23-25, 2005 Meeting

The NPOAG ARC will review tribal issues, prevention and mitigation of significant adverse environmental impacts, modifications to interim operating authority, new entrant operators and increased operations of existing operators, and quiet technology. A final agenda will be available the day of the meeting.

#### Attendance at the Meeting

Although this is not a public meeting, interested persons may attend. Because seating is limited, if you plan to attend, please contact one of the persons listed under **FOR FURTHER INFORMATION CONTACT** so that meeting space may accommodate your attendance.

#### Record of the Meeting

If you cannot attend the meeting, a summary record of the meeting will be made available through the National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO 80525, telephone (970) 225-3563.

Issued in Washington, DC, on February 2, 2005.

John M. Allen,

Acting Director, Flight Standards Service.

[FR Doc. 05-2592 Filed 2-7-05; 12:52 pm]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

[FTA Docket No. FTA-2005-20301]

#### Agency Information Collection Activity Under OMB Review

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

**ACTION:** Notice of request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*) this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for approval. The Federal Register Notice with a 60-day comment period soliciting comments was published on September 21, 2004.

**DATES:** Comments must be submitted before March 30, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

#### SUPPLEMENTARY INFORMATION:

**Title:** 49 U.S.C. 5309 and 5307 Capital Assistance Programs (OMB Number: 2132-0502).

**Abstract:** 49 U.S.C. 5309 Capital Program and Section 5307 Urbanized Area Formula Program authorize the Secretary of Transportation to make grants to State and local governments and public transportation authorities for financing mass transportation projects. Grant recipients are required to make information available to the public and to publish a program or projects for affected citizens to comment on the proposed program and performance of the grant recipients at public hearings. Notices of hearings must include a brief description of the proposed project and be published in a newspaper circulated in the affected area. FTA also uses the information to determine eligibility for funding and to monitor the grantees' progress in implementing and completing project activities. The information submitted ensures FTA's compliance with applicable federal laws and OMB Circular A-102.

**Estimated Total Annual Burden:** 225,997 hours.

**Addresses:** All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.



constitute an award commitment on the part of the Government. The Bureau reserves the right to reduce, revise, or increase proposal budgets in accordance with the needs of the program and the availability of funds. Awards made will be subject to periodic reporting and evaluation requirements per section VI.3 above.

Dated: February 1, 2005.

**C. Miller Crouch,**  
Principal Deputy Assistant Secretary, Bureau  
of Educational and Cultural Affairs,  
Department of State.

[FR Doc. 05-2621 Filed 2-9-05; 8:45 am]

BILLING CODE 4710-05-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Agency Information Collection Activity Under OMB Review

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved collection. The ICR describes the nature of the information collection and the expected burden. The Federal Register notice with a 60-day comment period soliciting comments on the following collection of information was published on September 10, 2004, page 54840.

**DATES:** Comments must be submitted on or before March 14, 2005. A comment to OMB is most effective if OMB receives it within 30 days of publication.

**FOR FURTHER INFORMATION CONTACT:** Judy Street on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

##### Federal Aviation Administration (FAA)

**Title:** General Operating and Flight Rules—FAR 91.

**Type of Request:** Extension of a currently approved collection.

**OMB Control Number:** 2120-0005.

**Form(s):** NA.

**Affected Public:** A total of 21,197 respondents.

**Abstract:** Part A of Subtitle VII of the Revised Title 49 U.S.C. authorizes the issuance of regulations governing the use of navigable airspace. 14 CFR part 91 prescribes regulations governing the general operation and flight of aircraft. Information is collected to determine

compliance. Respondents are individual airmen, state or local governments, and businesses.

**Estimated Annual Burden Hours:** An estimated 235,164 hours annually.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20505, Attention FAA Desk Officer.

Comments are invited on: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on February 2, 2005.

**Judith D. Street,**  
FAA Information Collection Clearance  
Officer, Standards and Information Division,  
APF-100.

[FR Doc. 05-2555 Filed 2-9-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Membership in the National Parks Overflights Advisory Group

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

**ACTION:** Notice.

**SUMMARY:** The National Park Service (NPS) and the Federal Aviation Administration (FAA), as required by the National Parks Air Tour Management Act of 2000, established the National Parks Overflights Advisory Group (NPOAG) in March 2001. The NPOAG was formed to provide continuing advice and counsel with respect to commercial air tour operations over and near national parks. This notice informs the public of two vacancies on the NPOAG (now the NPOAG Aviation Rulemaking Committee) for members representing environmental interests and invites interested persons to apply to fill the vacancies.

**DATES:** Persons interested in serving on the advisory group should contact Mr. Brayer or Ms. Trevino on or before March 3, 2005.

#### FOR FURTHER INFORMATION CONTACT:

Barry Brayer, Executive Resource Staff, Western Pacific Region Headquarters, 15000 Aviation Blvd., Hawthorne, CA 90250, telephone: (310) 725-3800, e-mail: [Barry.Brayer@faa.gov](mailto:Barry.Brayer@faa.gov), or Karen Trevino, National Park Service, Natural Sounds Program, 1201 Oakridge Dr., Suite 350, Ft. Collins, CO, 80525, telephone (970) 225-3563, e-mail: [Karen\\_Trevino@nps.gov](mailto:Karen_Trevino@nps.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The National Parks Air Tour Management Act of 2000 (the Act) was enacted on April 5, 2000, as Public Law 106-181. The Act required the establishment of the advisory group within 1 year after its enactment. The advisory group is comprised of a balanced group of representatives of general aviation, commercial air tour operations, environmental concerns, and Native American tribes. The Administrator and the Director (or their designees) serve as ex officio members of the group. Representatives of the Administrator and Director serve alternating 1-year terms as chairman of the advisory group.

The advisory group provides "advice, information, and recommendations to the Administrator and the Director—

(1) On the implementation of this title [the Act] and the amendments made by this title;

(2) On commonly accepted quiet aircraft technology for use in commercial air tour operations over a national park or tribal lands, which will receive preferential treatment in a given air tour management plan;

(3) On other measures that might be taken to accommodate the interests of visitors to national parks; and

(4) At the request of the Administrator and the Director, safety, environmental, and other issues related to commercial air tour operations over a national park or tribal lands."

Members of the advisory group may be allowed certain travel expenses as authorized by section 5703 of title 5, United States Code, for intermittent Government service.

By FAA Order No. 1110-138, signed by the FAA Administrator on October 10, 2003, the NPOAG became an Aviation Rulemaking Committee (ARC).

The current NPOAG ARC is made up of four members representing the air tour industry, two members representing environmental interests, and two members representing Native American interests. Current members of the NPOAG ARC are: Heidi Williams, Aircraft Owners and Pilots Association;



Alan Stephen, Twin Otter/Grand Canyon Airlines; Elling Halverson, Papillon Airways, Inc.; Richard Larew, Era Aviation, Inc.; Chip Dennerlein, State of Alaska Fish and Game; Charles Maynard, formerly with Great Smoky Mountain National Park; and Germaine White and Richard Deertrack, representing Native American tribes.

#### Public Participation in the Advisory Group

In order to retain balance within the NPOAG ARC, the FAA and NPS invite persons interested in serving on the ARC to represent environmental interests to contact either of the persons listed in **FOR FURTHER INFORMATION CONTACT**. Requests to serve on the ARC should be made in writing and postmarked on or before March 3, 2005. The request should indicate whether or not you are a member of an association representing environmental interests or have another affiliation with environmental interests in issues relating to aircraft flights over national parks. The request should also state what expertise you would bring to the NPOAG ARC as related to environmental interests. The term of service for NPOAG ARC members is 3 years.

Issued in Washington, DC on February 2, 2005.

John M. Allen,

Acting Director, Flight Standards Service.

[FR Doc. 05-2593 Filed 2-9-05; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Application 05-04-C-00-GLH To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Mid Delta Regional Airport, Greenville, MS

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to, impose and use the revenue from a PFC at Mid Delta Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before March 14, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following

address: 100 West Cross St., Suite B, Jackson, Mississippi 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Frank Cooper, Airport Director of the City of Greenville at the following address: 166 Fifth Ave., Suite 300, Greenville, Mississippi 38703-9737.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Greenville under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Patrick D. Vaught, Program Manager, 100 West Cross St., Suite B, Jackson, Mississippi 39208-2307, (601) 664-9900. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose an use the revenue from a PFC at Mid Delta Regional Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On February 2, 2005, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Greenville was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than May 11, 2005.

The following is a brief overview of the application.

*Proposed charge effective date:* April 1, 2005.

*Proposed charge expiration date:* October 1, 2007.

*Level of the proposed PFC:* \$4.50.

*Total estimated PFC revenue:*

\$213,735.

*Brief description of proposed project(s):*

1. Rehabilitate and Convert Runway 9/27 to a Taxiway, Phase I.
2. Terminal Building Fire Escape Stairwell Project.
3. Terminal Area Drainage and Parking Lot Relocation.
4. Commercial Terminal Building Renovations, Phase 2.
5. Airfield Guidance Signage Improvement.
6. Airfield Pavement Marking Improvements.
7. Terminal Area Apron Lighting Replacement.
8. Airfield Electrical Vault Emergency Generator Replacement.
9. Preparation of PFC Application.
10. Partial Parallel Taxiway "B" Extension, Phase I.
11. Rehabilitate and Convert Runway 9/27 to a Taxiway, Phase II.

12. Commercial Terminal Building Renovations, Phase 3.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* ATCO—Air Taxi/Commercial Operators filing Form 1800-31.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Greenville, Mississippi.

Issued in Jackson, Mississippi on February 2, 2005.

Keafur Grimes,

Acting Manager, Jackson Airports District Office.

[FR Doc. 05-2556 Filed 2-9-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Clark County, Nevada

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed freeway corridor improvement project in the City of Las Vegas, Clark County, Nevada.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ted Bendure, Environmental Program Manager, Federal Highway Administration, 705 N. Plaza, Suite 220, Carson City, NV 89701; Telephone: 775-687-5322, E-mail: ted.bendure@fhwa.dot.gov.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Nevada Department of Transportation, will prepare an environmental impact statement (EIS) on a proposal to improve a portion of the Interstate 15 Corridor near the downtown area in the City of Las Vegas, Clark County, Nevada. The proposed project would involve improvements to the I-15 Corridor and major street connections beginning south of the I-15/Sahara Avenue Interchange at Milepost 39.15 and continue to the I-15/US 95 Interchange (Milepost 42.85) on the north end. The project covers a total distance of approximately 3.7 miles on I-15.

The project (known as Project NEON) analyzes transportation needs and improvement opportunities in the I-15 freeway corridor section south of the I-

Recommendation – Not Available

This was formerly the National Park Overflights Working Group, formed under ARAC and closed in 1997. See National Park Services Overflights Working Group.