

“Policies, Programs & Total Economic Engagement—The U.S.-Korea Relationship” with a particular emphasis on the geopolitical perspective and the U.S.-Korea Free Trade Agreement.

This meeting is open to public participation, though seating is limited. Entry to the building is controlled; to obtain pre-clearance for entry, members of the public planning to attend should provide, by Friday, May 23, their name, professional affiliation, valid government-issued ID number (*i.e.*, U.S. Government ID [agency], U.S. military ID [branch], passport [country], or driver's license [state]), date of birth, and citizenship to Sherry Booth by fax (202) 647-5936, e-mail ([BoothSL@state.gov](mailto:BoothSL@state.gov)), or telephone (202) 647-0847. One of the following forms of valid photo identification will be required for admission to the State Department building: U.S. driver's license, U.S. Government identification card, or any valid passport. Enter the Department of State from the C Street lobby. In view of escorting requirements, non-Government attendees should plan to arrive not less than 15 minutes before the meeting begins.

For additional information, contact Senior Coordinator Nancy Smith-Nissley, Office of Economic Policy Analysis and Public Diplomacy, Bureau of Economic, Energy and Business Affairs, at (202) 647-1682 or [Smith-NissleyN@state.gov](mailto:Smith-NissleyN@state.gov).

Dated: May 2, 2008.

**David R. Burnett,**

*Office Director, Office of Economic Policy Analysis and Public Diplomacy, Department of State.*

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## DEPARTMENT OF STATE

[Public Notice 6098]

### Renewal of Cultural Property Advisory Committee Charter

**SUMMARY:** The Charter of the Department of State's Cultural Property Advisory Committee (CPAC) has been renewed for an additional two years.

The Charter of the Cultural Property Advisory Committee is being renewed for a two-year period. The Committee was established by the Convention on Cultural Property Implementation Act of 1983, 19 U.S.C. 2601 *et seq.* It reviews requests from other countries seeking U.S. import restrictions on archaeological or ethnological material the pillage of which places a country's cultural heritage in jeopardy. The

Committee makes findings and recommendations to the Secretary of State, who, on behalf of the President, determines whether to impose the import restrictions. The membership of the Committee consists of private sector experts in archaeology, anthropology, or ethnology; experts in the international sale of cultural property; and representatives of museums and of the general public.

#### FOR FURTHER INFORMATION CONTACT:

Cultural Heritage Center, U.S. Department of State, Bureau of Educational and Cultural Affairs, State Annex 44, 301 4th Street, SW., Washington, DC 20547. Telephone: (202) 453-8800; Fax: (202) 453-8803.

Dated: April 24, 2008.

**Maria P. Kouroupas,**

*Executive Director, Cultural Property Advisory Committee, Department of State.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability of the Draft Environmental Impact Statement (Draft EIS) for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport (CMH) and Notice of Public Hearing

**AGENCY:** The lead Federal agency is the Federal Aviation Administration (FAA), Department of Transportation.

**ACTION:** Notice of availability, notice of public comment period, notice of public information meeting and public hearing.

**SUMMARY:** The FAA is issuing this Notice of Availability to advise the public that a Draft EIS will be available for public review beginning May 16, 2008. The document was prepared pursuant to major environmental directives to comply with NEPA: Section 102(2)(c) of the National Environmental Policy Act of 1969 (Pub. L. 91-190); Section 106 consultation for impacts to historic structures, as identified in 36 CFR 800.8, *Coordination with the National Environmental Policy Act*; U.S. Department of Transportation Section 303(c) consultation; and other applicable Federal and State environmental laws, regulations, and Executive Orders.

The Draft EIS was prepared in response to a proposal presented to the FAA by the Columbus Regional Airport Authority (CRAA), the owner and

operator of CMH and identified in the Draft EIS as the Airport Sponsor, for environmental review.

The FAA prepared this Draft EIS to analyze and disclose potential environmental impacts related to possible Federal actions at CMH. Numerous Federal actions would be necessary if airfield development were to be implemented. Proposed improvements include replacement of Runway 10R/28L, Development of a New Passenger Terminal, and other airfield projects (see below).

The Draft EIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. The FAA will consider all information contained in this Draft EIS and additional information that may be provided during the public comment period before issuing a Final EIS and Agency decision regarding the possible alternatives and Federal actions.

The Airport Sponsor proposes to replace Runway 10R/28L at CMH, approximately 700 feet south of the existing Runway 10R/28L; develop new terminal facilities in the midfield area; provide ancillary facilities in support of the replacement runway and midfield terminal; and implement noise abatement air traffic procedures developed for the replacement runway.

The replacement runway would be 10,113 feet long. This length would maintain CMH's ability to accommodate current and projected airport operations. Existing Runway 10R/28L would be decommissioned as a runway and converted into a taxiway upon commissioning of the replacement runway. In addition, a south taxiway and north parallel taxiways to proposed Runway 10R/28L would be constructed.

To meet future aircraft parking and passenger processing requirements, new midfield terminal facilities are needed. The Draft EIS assesses a development envelope that is defined as an area large enough to encompass Phase I and II of the CRAA terminal development program. The Draft EIS discusses the number of gates, approximate square footage, approximate curb frontage, and the number of passengers that the terminal would accommodate.

Ancillary facilities in support of the replacement runway and midfield terminal would be constructed. The facilities include roadway relocations and construction; parking improvements; property acquisition; and relocation of residences, as necessary.