

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Membership Availability in the National Parks Overflights Advisory Group Aviation Rulemaking Committee To Represent Commercial Air Tour Interests****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 one vacancy (due to completion of membership on May 19, 2007), on the NPOAG (now the NPOAG Aviation Rulemaking Committee (ARC)) for a member representing commercial air tour operators, and invites interested persons to apply to fill the vacancy.

**DATES:** Persons interested in serving on the NPOAG ARC should contact Mr. Barry Brayer in writing and postmarked or e-mailed on or before March 1, 2007.

**FOR FURTHER INFORMATION CONTACT:** Barry Brayer, Executive Resource Staff, Federal Aviation Administration, 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).

**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 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.

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). FAA Order No. 1110-138, was amended and became effective as FAA Order No. 1110-138A, on January 20, 2006.

The current NPOAG ARC is made up on one member representing general aviation, three members representing the air tour industry, four members representing environmental concerns, and two members representing Native American interests. Current members of the NPOAG ARC are: Heidi Williams, Aircraft Owners and Pilots Association; Alan Stephen, fixed-winged air tour operator representative; Elling Halvorson, Papillon Airways, Inc.; Matthew Zuccaro, Helicopters Association International; Chip Dennerlein, Siskiyou Project; Greg Miller, American Hiking Society; Mark Peterson, National Audubon Society; Don Barger, National Parks Conservation Association; Rory Majenty, Hualapai Nation; and Richard Deertrack, Taos Pueblo.

**Public Participation in the NPOAG ARC**

In order to retain balance within the NPOAG ARC, the FAA and NPS invite persons interested in serving on the ARC to represent the commercial air tour industry, to contact Mr. Barry Brayer (contact information is written above in **FOR FURTHER INFORMATION CONTACT**) Requests to serve on the ARC must be made to Mr. Brayer in writing and postmarked or e-mailed on or before March 1, 2007. The request should indicate whether or not you are a member of an association representing commercial air tours or have another affiliation with 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 NPOAG ARC members is 3 years.

Issued in Hawthorne, CA on January 11, 2007.

**Barry Brayer,**

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

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**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impact Statement: Mecklenburg and Union Counties, NC**

**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 (EIS) will be prepared for a proposed project in Mecklenburg and Union Counties, North Carolina.

**FOR FURTHER INFORMATION CONTACT:** Mr. George Hoops, Major Projects Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 856-4350 extension 104.

**SUPPLEMENTARY INFORMATION:** Pursuant to Title 23, Code of Federal Regulations, Part 771, Environmental Impact and Related Procedures, the FHWA, in cooperation with the North Carolina Turnpike Authority (NCTA) and the North Carolina Department of Transportation (NCDOT), will prepare an environmental impact statement (EIS) addressing proposed improvements in the US 74 corridor from I-485 in Mecklenburg County to the vicinity of the Town of Marshville, which is east of the City of Monroe (the County seat) in Union County. The proposed project study extends from I-485 in the west to the vicinity of the Town of Marshville in the east and extends north and south of US 74. The proposed action is included in the long range transportation plan approved by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO).

This study is a combination of two projects previously analyzed by NCDOT, the Monroe Bypass (NCDOT Transportation Improvement Program [TIP] Project R-2559) and the Monroe Connector (NCDOT TIP Project R-3329). The Monroe Bypass study addressed in the US 74 corridor from just west of the City of Monroe to just west of the Town of Marshville. An Environmental Assessment for this project was approved in March 1996, and a Finding