

to ensure the proposed technical solutions do not conflict with your sponsoring organization's position when the subject is presented to ARAC for approval. Once the working group has begun deliberations, members will not be added or substituted without the approval of the FAA and the working group chair.

The Secretary of Transportation determined the formation and use of ARAC is necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

ARAC meetings are open to the public. However, ARAC Rulemaking Prioritization Working Group meetings are not open to the public, except to the extent individuals with an interest and expertise are selected to participate. The FAA will make no public announcement of working group meetings.

Issued in Washington, DC, on April 13, 2011.

Pamela Hamilton-Powell,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 2011-9399 Filed 4-18-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Assessment and Request for Public Scoping Comments for the Air Tour Management Plan Program at Big Cypress National Preserve

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Intent to Prepare an Environmental Assessment and to Request Public Scoping Comments.

SUMMARY: The FAA, with National Park Service (NPS) as a cooperating agency, has initiated development of an Air Tour Management Plan (ATMP) for Big Cypress National Preserve (Big Cypress), pursuant to the National Parks Air Tour Management Act of 2000 (Pub. L. 106-181) and its implementing regulations (14 CFR Part 136, Subpart B, *National Parks Air Tour Management*). The objective of the ATMP is to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations on the natural resources, cultural resources, and visitor experiences of a national park unit and any tribal lands within or abutting the park. It should be noted that the ATMP

has no authorization over other non-air-tour operations such as military and general aviation operations. In compliance with the National Environmental Policy Act of 1969 (NEPA) and FAA Order 1050.1E, an Environmental Assessment (EA) is being prepared.

The FAA and NPS are now inviting the public, agencies, tribes, and other interested parties to provide comments, suggestions, and input on the scope of issues to be addressed in the environmental process.

DATES: By this notice, the FAA as lead agency is requesting comments on the scope of the EA for the ATMP at Big Cypress. Comments must be submitted by May 19, 2011.

FOR FURTHER INFORMATION CONTACT:

Keith Lusk—Mailing address: P.O. Box 92007, Los Angeles, California 90009-2007. Telephone: (310) 725-3808. Street address: 15000 Aviation Boulevard, Lawndale, California 90261.

Written comments on the scope of the EA should be submitted electronically via the electronic public comment form on the NPS Planning, Environment and Public Comment System at: http://parkplanning.nps.gov/BICY_ATMP, or sent to the mailing address above.

SUPPLEMENTARY INFORMATION: A public scoping packet that describes the project in greater detail is available at:

- http://www.faa.gov/about/office_org/headquarters_offices/arc/programs/air_tour_management_plan/park_specific_plans/big_cypress.cfm
- http://parkplanning.nps.gov/BICY_ATMP

Notice Regarding FOIA: Individuals may request that their name and/or address be withheld from public disclosure. If you wish to do this, you must state this prominently at the beginning of your comment. Commenters using the website can make such a request by checking the box "keep my contact information private." Such requests will be honored to the extent allowable by law, but you should be aware that pursuant to the Freedom of Information Act, your name and address may be disclosed. We will make all submissions from organizations, businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses available for public inspection in their entirety.

Issued in Hawthorne, CA, on April 12, 2011.

Keith Lusk,

Program Manager, Special Programs Staff, Western-Pacific Region.

[FR Doc. 2011-9402 Filed 4-18-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Potential Environmental Impacts of the Proposed Runway 13 Extension and Associated Actions for the Devils Lake Regional Airport in Devils Lake, ND

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

ACTION: Notice of availability of a final EA and FONSI/ROD for the evaluation of the potential environmental impacts associated with the proposed Runway 13 extension and associated actions for Devils Lake Regional Airport in Devils Lake, North Dakota.

SUMMARY: The FAA has issued the final EA and FONSI/ROD for the proposed Runway 13 extension and associated actions for Devils Lake Regional Airport. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, FAA Orders 1050.1E, "Environmental Impacts: Policies and Procedures" and FAA Order 5050.4B, "NEPA Implementing Instructions for Airport Actions".

Point of Contact: Ms. Patricia Dressler, Environmental Protection Specialist, FAA Bismarck Airports District Office (ADO), 2301 University Drive, Building 23B, Bismarck, North Dakota, 58504. Telephone number (701) 323-7380.

SUPPLEMENTARY INFORMATION: The FAA is issuing a final EA and FONSI/ROD that evaluated the potential environmental impacts associated with the proposed runway extension and associated actions at Devils Lake Regional Airport located in Devils Lake, North Dakota. Based on the analysis contained in the final EA, the FAA has determined the selected alternative has no associated significant impacts to resources identified in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures and FAA Order 5054.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Therefore, no environmental impact statement will be prepared. The runway extension project is needed to enhance the utility and safety of the Devils Lake Regional Airport for current and projected levels of aviation by the design aircraft family.

Eight alternatives were studied for meeting the purpose and need. Four of the eight alternatives (including new location) were reviewed, analyzed, discarded due to the degree of environmental impacts and not meeting

purpose and need. A detailed discussion is in the FONSI/ROD Section entitled *V. Alternatives Considered and Discarded*. The selected alternative is one of four considered in the final EA. The selected alternative consists of addressing the identified needs.

The selected alternative includes the: (1) Unconditional approval of the Airport Layout Plan (ALP) for the development listed in the EA and the decision document. (2) Issue final airspace determinations for the development listed on the ALP. (3) Eligibility for Federal grants-in-aid funds for eligible items. (4) Approval for the development or revision, implementation, and use of air traffic/flight procedures to implement the proposed action. (5) FAA finding of "No Historic Properties Affected" for the Proposed Action. (6) FAA finding of "No Effect" to the endangered species gray wolves and finding of "may affect, not likely to adversely affect" the endangered species whooping cranes. (7) FAA floodplain finding that there is no prudent and practicable alternative to this impact and the proposed action includes all practicable measures to minimize harm to floodplains. (8) FAA wetland finding that there is no practicable alternatives to such construction and the proposed action includes all practicable measure to minimize harm to wetlands. (9) FAA DOT Section 4(f) De Minimis Impact Findings on wetland properties. (10) Appropriate permits and mitigation will be needed before disbursing Federal funds.

These documents will be available for public review during normal business hours at:

Federal Aviation Administration
Bismarck ADO, 2301 University Drive,
Building 23B, Bismarck, North Dakota
58504.

Devils Lake Regional Airport, 106
National Guard Street, Devils Lake,
North Dakota 58301.

Ramsey County Auditors Office, 524
4th Avenue, NE, Unit 6, Devils Lake,
North Dakota 58301.

Devils Lake City Hall, 423 6th Street,
NE., Devils Lake, North Dakota 58302.

Lake Region Public Library, 423 7th
Street, NE., Devils Lake, North Dakota,
58301.

Issued in Bismarck, North Dakota, April 7,
2011.

Thomas T. Schauer,
Manager, Bismarck Airport District Office
FAA, Great Lakes Region.

[FR Doc. 2011-0227 Filed 4-18-11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map; Receipt of Noise Compatibility Program and Request for Review; Lambert-St. Louis International Airport, St. Louis, MO

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the St. Louis Airport Authority for the Lambert-St. Louis International Airport under the provisions of 49 U.S.C. 47501 *et seq.* (Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 Code of Federal Regulations (CFR) Part 150 (hereinafter referred to as "Part 150") are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for the Lambert-St. Louis International Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before October 2, 2011.

DATES: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is April 5, 2011. The public comment period ends June 4, 2011.

FOR FURTHER INFORMATION CONTACT: FAA, Todd Madison, ACE-611B, 901 Locust, Kansas City, Missouri, 64106-2325, todd.madison@faa.gov, 816-329-2640. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces the FAA finds that the noise exposure maps submitted for the Lambert-St. Louis International Airport are in compliance with applicable requirements of Part 150, effective April 5, 2011. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before October 2, 2011. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C. 47503 of the Act, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The

Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The St. Louis Airport Authority submitted to the FAA on December 23, 2010, noise exposure maps, descriptions and other documentation that were produced during the "2010 Update to 14 CFR Part 150 Noise Exposure Maps and Noise Compatibility Program." It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the St. Louis Airport Authority. The specific documentation determined to constitute the noise exposure maps includes: Current Noise Exposure Map (2010) as shown on Exhibit NEM-1, Future Noise Exposure Map/Noise Compatibility Program Map (2015) as shown on Exhibit NEM-2, and the associated supporting report, "14 CFR Part 150 Noise Exposure Map Update and Noise Compatibility Program Update," which contains all other narrative, graphic, or tabular representations of the data as required by section A150.101 of Part 150, and sections 47503 and 47506 of the Act. The FAA has determined that these maps for the Lambert-St. Louis International Airport are in compliance with applicable requirements. This determination is effective on April 5, 2011. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours