

Coordinated Airport designation is warranted to ensure there is no exceedance of the level of operations the FAA will allow for summer 2008. The Level 3 status also will set carrier expectations for future coordination needs and for the need to schedule new operations during periods when the airport has the available capacity.

ADDRESSES: Any change to schedule information for summer 2008 may be submitted by mail to Slot Administration Office, AGC-240, Office of the Chief Counsel, 800 Independence Ave., SW., Washington, DC 20591; facsimile: 202-267-7277; ARINC: DCAYAXD; or by e-mail to: 7-AWA-slotadmin@faa.gov.

FOR FURTHER INFORMATION CONTACT: James W. Tegtmeier, Associate Chief Counsel for the Air Traffic Organization, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone number: 202-267-3073.

Issued in Washington, DC, on December 19, 2007.

James W. Whitlow,
Deputy Chief Counsel.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting.

SUMMARY: This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues.

DATES: The meeting is scheduled for Wednesday, February 6, 2008, starting at 9 am Eastern Standard Time. Arrange for oral presentations by January 23, 2008.

ADDRESSES: Boeing, 1200 Wilson Blvd, Conference Room 234, Arlington, Virginia 22209.

FOR FURTHER INFORMATION CONTACT: Nicanor Davidson, Office of Rulemaking, ARM-207, FAA, 800 Independence Avenue, SW., Washington, DC 20591, Telephone (202) 267-5174, FAX (202) 267-5075, or e-mail at nicanor.davidson@faa.gov.

SUPPLEMENTARY INFORMATION: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-

463; 5 U.S.C. app. III), notice is given of an ARAC meeting to be held February 6, 2008.

The agenda for the meeting is as follows:

- Opening Remarks
- FAA Report
- European Aviation Safety Agency Report
- ARAC Executive Committee Report
- Transport Canada Report
- Airplane-level Safety Analysis Working Group Report
 - Closure of Task 2 and Status of Task 3
- Propeller Harmonization Working Group (HWG) Report
- Ice Protection HWG Report
- Airworthiness Assurance HWG Report
- Avionics HWG Report
- Any Other Business
- 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 January 23, 2008. 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 "6039." 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 January 23, 2008. Anyone calling from outside the Washington, DC metropolitan area will be responsible for paying long-distance charges.

The public must make arrangements by January 23, 2008, to present oral statements at the meeting. Written statements may be presented to the ARAC at any time by providing 25 copies to 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 December 19, 2007.

Pamela Hamilton-Powell,
Director, Office of Rulemaking.

[FR Doc. E7-25020 Filed 12-26-07; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Chautauqua County, NY

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 the proposed Millennium Parkway project in Chautauqua County, New York, Project Identification Number (PIN) 5757.55.

FOR FURTHER INFORMATION CONTACT:

Jeffrey W. Kolb, P.E., Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 7th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431-4127; or

Alan E. Taylor, P.E., Regional Director, NYSDOT Region 5; 100 Seneca Street, Buffalo NY 14203, Telephone: (716) 847-3238; or

George E. Spanos, P.E., Director, CCDPF, 454 North Work Street, Falconer, New York 14733, Telephone: (716) 661-8400.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) and the Chautauqua County Department of Public Facilities (CCDPF), will prepare an EIS on a proposal to construct the Millennium Parkway in Chautauqua County, New York.

An industrial corridor, including industrial districts located along Werle Road, Harrington Road, Progress Drive, and County Route (CR) 82 (Middle Road), is being developed to provide further economic opportunities within the surrounding communities. This industrial corridor includes the Chadwick Bay Industrial Park, located to the east of the City of Dunkirk in the Town of Sheridan. Although directly adjacent to air and rail facilities, tractor-trailer truck traffic access to the industrial corridor is currently not adequate.

The purpose of the Millennium Parkway Project is to improve tractor-trailer truck traffic access to the industrial corridor, including the Chadwick Bay Industrial Park, from New York (NY) Route 60 (Bennett Road). Objectives to be met with the construction of the Millennium Parkway are to: Improve tractor-trailer truck-oriented infrastructure to the industrial corridor; improve vehicular and

pedestrian safety along the existing truck route; and reduce travel time from NY Route 60 to the industrial corridor.

The reasonable range of alternatives will include a No-Build Alternative and three Build Alternatives, which are briefly described below. Additional input from Participating and Cooperating Agencies, and from the public, will be necessary before a final decision will be made regarding the full range of alternatives to be studied.

- The *No-Build Alternative* would utilize the existing truck route in its current condition. This alternative would maintain the existing truck route along NY Route 60 to NY Route 5 (Lakeshore Drive) to CR 82 in its present state with only routine maintenance to keep the existing truck route open to traffic.

- The *Build Alternatives* are: Improving the existing truck route; improving other existing routes; or constructing a new urban collector on new alignment by utilizing existing and/or new roads. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment.

The purpose of the Millennium Parkway Project is to improve tractor-trailer truck traffic access to the industrial corridor, including the Chadwick Bay Industrial Park, from NY Route 60. In order to meet this purpose, the project limits have been sufficiently delineated to include the industrial corridor. The western boundary of the Project Limits has been established as the existing truck route along NY Route 60, since the tractor-trailer truck traffic currently passing through the City of Dunkirk utilizes this route. The northern boundary of the project limits has been established as the remaining portion of the existing truck route along NY Route 5 and CR 82 as well as the CSX Transportation (CSXT) Railroad, to avoid any additional railroad crossings. The eastern boundary of the project limits has been established as Harrington Road, CR 82, and Cook Road to avoid conflicts with the Dunkirk Airport. Finally, the southern boundary of the project limits has been established as Interstate 90 (I-90) to avoid conflicts with this route (I-90).

The limits considered to define the bounds of the affected environment for the environmental assessment of the Build Alternatives, which vary slightly from the Project Limits, are generally as follows: northwest along NY Route 60 from the intersection with I-90, Interchange 59; east then north along the City of Dunkirk city limit line; northeast along the CSXT Railroad; south along the existing alignments of

Harrington Road, CR 82, and Cook Road; then southwest along the existing alignment of I-90.

The anticipated length of the proposed roadway will be determined based on the preferred alternative. The highway's southern terminus would be located at NY Route 60, north of I-90, Interchange 59, and its northern terminus would be located in the vicinity of the industrial corridor.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. As part of the formal scoping process for this project, a series of public meetings will be held in the towns of Dunkirk and Sheridan this fall. Public notice will be given regarding the time and place of the meetings. The draft EIS will be available for public and agency reviews and comment prior to a public hearing. The draft EIS is expected to be completed in the spring of 2009.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA, NYSDOT, or CCDPF at the addresses provided earlier.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: December 19, 2007.

Jeffrey W. Kolb,

Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. E7-25027 Filed 12-26-07; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Deschutes County, OR

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice of intent to advise agencies and the public than an Environmental

Impact Statement (EIS) will be prepared to assess the impacts of proposed modifications to U.S. 97 in Deschutes County, Oregon.

DATES: A public scoping meeting will be held Thursday, January 24, 2008, at the Sky View Middle School Commons 63555 18th Street, Bend, Oregon 97701. The public scoping meeting will include an informational presentation from 5 p.m. to 6 p.m. The informational presentation will be followed by a question and answer period and a general open house from 6 p.m. until 8:30 p.m. An agency scoping meeting will be held on January 10, 2008, at ODOT Region 4, Construction Office Conference Room, 63030 O.B. Riley Road, Bend, Oregon 97701. The agency scoping meeting will be from 1 p.m. to 3:30 p.m.

FOR FUTURE INFORMATION CONTACT: Ms. Michelle Eraut, Environmental Program Manager, Federal Highway Administration, 530 Center Street, NE., Suite 100, Salem, Oregon 97301; telephone 503-587-4716.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oregon Department of Transportation (ODOT), will prepare an EIS for the proposed modifications to U.S. 97 in Deschutes County, Oregon. The proposed improvements may involve the reconstruction or realignment of the existing U.S. 97 roadway between the Bend Parkway/Empire Avenue and Deschutes Market Road-Tumalo Junction interchanges.

Improvements to the corridor are considered necessary to meet the mobility standards and facility management goals consistent with U.S. 97's designation as a statewide expressway, address current and future transportation demand, and improve safety along the corridor including the intersections of U.S. 97 with Cooley and Robal Roads. Current traffic volumes exceed roadway capacity. Traffic is expected to increase 20 to 40% by 2032. The intersections of U.S. 97 with Cooley and Robal Roads are in the top 5 percent of crash locations on state highways within Oregon.

The northern portion of the project is located in a predominately rural area. Lands on the eastern side of the highway are being considered for inclusion into the City of Bend's Urban Growth Boundary. The middle portion of the project begins the transition from rural to urban uses, with the number of accesses increasing. Access to rural residential uses are located on the west side of the highway and access to two mobile home parks are located on the eastern side of the highway. The