

been addressed in the following section and/or other sections of this document.

Clarifications requested through written comments: The NPS would consider boat access areas inside and outside the boundary that serve the recreational rivers as replaceable if substantial access was lost as a result of sediment aggradation in the river. Ramps lost outside the recreational river boundary could be replaced within the boundary. Examples of access areas serving the recreational rivers that are lost, or threatened are the Missouri River access areas at Springfield and Running Water, South Dakota, and Niobrara, Nebraska.

The NPS decision to not actively promote recreational use on the river was based on input of the Federal Advisory Commission in consultation with the Secretary of the Interior during the development of the plan, by local representatives on the planning team, and by comments received from the general public during the planning process. The Wild and Scenic Rivers Act, Section 10(a) allows for "management plans for any such component" to "establish varying degrees of intensity for its protection and development, based on the special attributes of the area." In this case the NPS feels there are legitimate safety concerns resulting from shifting sand bars and a significant increase in power boat use on the Missouri National Recreational River. Canoeing danger exists from the high winds that frequent the area and the width of the river. While the NPS has agreed not to actively promote increased use there is recognition in the plan that increased use may occur as the result of actions taken by others. As long as those actions do not threaten river resources or add significant visitor numbers to the river NPS will act to guide such growth rather than restrict it.

While local governments clearly have existing local law enforcement responsibilities and cooperative relations will be sought, all references to law enforcement in the final plan should be understood to mean that the NPS will not delegate Federal law enforcement responsibilities with respect to the water surfaces and on lands it owns, or other inherently Federal responsibilities as described in the statutes related to the administration of the National Park System, the Wild and Scenic Rivers Act, and the Act establishing the Missouri/Niobrara/Verdigré Creek National Recreational Rivers.

The COE has purchased flood easements on some of the periodically flooded land along the Missouri and

Niobrara rivers. This land remains in private landownership but the COE possesses the right to flood the land. The NPS would not affect the easement relationship between private landowners and the COE. Neither would the NPS boundary alter the payments under the Payment in Lieu of Taxes Act. The periodically flooded land is included within the boundary not because it is COE easement land but because of its contribution to fish and wildlife habitat.

Currently the Yankton Sioux Tribe is challenging the size and location of its reservation boundary. When a final outcome is determined the NPS will honor the final court decision. Until that time any NPS management actions within the disputed area will be minimal and dependent on cooperative agreement with private landowners and the Yankton Sioux Tribe.

The recreational river boundary maps depicted in the final GMP include public lands such as the USFWS Karl Mundt National Wildlife Refuge, as well as easement lands. The Vicinity/Study Area map on page 5 inadvertently portrayed USFWS easement land as a part of the refuge. That easement is not part of the Karl Mundt Refuge and should not have been portrayed as such on that map. The maps on pages 29, 49, 61, 73, and 87 accurately portray the easement land but the arrow points to it as a part of the Karl Mundt Refuge. That arrow should have been pointing to the lower section that is a part of the refuge and not to the easement land. The maps in the final GMP/EIS are designed to be general and for orientation purposes only, and have no formal standing. When the official boundary map for this unit is published the above mentioned errors will be corrected.

Selection of the preferred alternative: All of the action alternatives for management of the rivers are considered acceptable from an environmental standpoint. The boundaries vary with each alternative and preference was placed on the alternatives that included significant wetlands and bottomlands. The preferred alternative was selected because it is considered the most effective alternative for meeting the legislative intent of protecting river values and maintaining the existing economic uses along the river. This alternative will require a minimum of Federal land acquisition, which is consistent with legislative intent. The selected alternative is not expected to have any significant adverse effects on natural or cultural values in the recreational river boundaries.

Dated: October 27, 1997.

**David N. Given,**

*Deputy Regional Director, Midwest Region.*

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## DEPARTMENT OF THE INTERIOR

### National Park Service

#### Dayton Aviation Heritage Commission; Notice of Meeting

**AGENCY:** National Park Service, Interior.

**ACTION:** Notice of meeting.

**SUMMARY:** This notice sets the schedule for the forthcoming meeting of the Dayton Aviation Heritage Commission. Notice of this meeting is required under the Federal Advisory Committee Act (Pub. L. 92-463).

**DATE, TIME, AND ADDRESS:** Tuesday, December 2, 1997, 5:15 p.m. to 6:30 p.m., Innerwest Priority Board conference room, 1024 West Third Street, Dayton, Ohio 45407.

This business meeting will be open to the public. Space and facilities to accommodate members of the public are limited and persons accommodated on a first-come, first-served basis. The Chairman will permit attendees to address the Commission, but may restrict the length of presentations. An agenda will be available from the Superintendent, Dayton Aviation, 1 week prior to the meeting.

**FOR FURTHER INFORMATION CONTACT:** William Gibson, Superintendent, Dayton Aviation, National Park Service, P.O. Box 9280, Wright Brothers Station, Dayton, Ohio 45409, or telephone 513-225-7705.

**SUPPLEMENTARY INFORMATION:** The Dayton Aviation Heritage Commission was established by Public Law 102-419, October 16, 1992.

Dated: October 24, 1997.

**William W. Schenk,**

*Regional Director, Midwest Region.*

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## DEPARTMENT OF THE INTERIOR

### National Park Service

#### National Register of Historic Places; Notification of Pending Nominations

Nominations for the following properties being considered for listing in the National Register were received by the National Park Service before October 25, 1997. Pursuant to section 60.13 of 36 CFR Part 60 written