

be retained for a longer period as required by litigation, open investigation, and/or audit.

ADMINISTRATIVE, TECHNICAL, AND PHYSICAL SAFEGUARDS:

Information in this system is safeguarded in accordance with applicable laws, rules, and policies including TVA's automated systems security and access policies. In general, records and technical equipment are maintained in buildings with restricted access. The required use of password protection identification features and other system protection methods also restrict access. Access is limited to those employees who have an official need for access in order to perform their duty.

RECORD ACCESS PROCEDURES:

Individuals seeking to gain access to information about them in this system of records should contact the system manager. Your full name and current address should accompany requests for access.

CONTESTING RECORD PROCEDURES:

Individuals desiring to contest or amend information about them maintained in this system should direct their request to the system manager. Please state clearly and concisely what information is being contested, the reasons for contesting it, and the proposed amendment to the information sought.

NOTIFICATION PROCEDURES:

Individuals wishing to learn if information on them is maintained in this system of records should address inquiries to system manager.

EXEMPTIONS PROMULGATED FOR THE SYSTEM:

During the course of a FOIA action, material from other Privacy Act systems of records may become part of the case records in this system of records. To the extent that copies of these records from these other systems of records are entered into these case records, TVA hereby claims the same status for the records as claimed in the original, primary system of records from which they originated, or in which they are maintained.

HISTORY:

This is a new system of record notice.

Andrea S. Brackett,
Vice President, TVA Cybersecurity.

[FR Doc. 2020-19170 Filed 8-28-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Membership in the National Parks Overflights Advisory Group

AGENCY: Federal Aviation Administration, Transportation.

ACTION: Notice.

SUMMARY: By **Federal Register** notice on April 17, 2020 the National Park Service (NPS) and the Federal Aviation Administration (FAA) invited interested persons to apply to fill three current and three future openings on the National Parks Overflights Advisory Group (NPOAG) to represent air tour operator and environmental concerns and Native American interests. This notice informs the public of the selection made for the vacancies representing air tour operator and environmental concerns and invites persons interested in serving on the NPOAG to apply for the ongoing current opening representing Native American concerns.

DATES: Persons interested in applying for the NPOAG opening representing Native American interests need to apply by September 30, 2020.

FOR FURTHER INFORMATION CONTACT: Keith Lusk, Special Programs Staff, Federal Aviation Administration, Western-Pacific Region Headquarters, 727 S. Aviation Boulevard, Suite #150, El Segundo, CA 90245, telephone: (424) 405-7017, email: Keith.Lusk@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, and subsequently amended in the FAA Modernization and Reform Act of 2012. The Act required the establishment of the advisory group within one year after its enactment. The NPOAG was established in March 2001. 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 one-year terms as chairman of the advisory group.

In accordance with the Act, 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."

Membership

The current NPOAG is made up of one member representing general aviation, three members representing the commercial air tour industry, four members representing environmental concerns, and two members representing Native American interests. Members serve 3-year terms. Current members of the NPOAG are as follows:

Melissa Rudinger represents general aviation; Eric Lincoln represents commercial air tour operators with two open seats; Les Blomberg, Robert Randall, John Eastman, and Dick Hingson represent environmental interests; and Carl Slater represents Native American interests with one open seat.

Selection

John Becker of Papillon Grand Canyon Helicopters and James Viola of Helicopter Association International have been selected for the two current open seats to represent commercial air tour operators. Incumbents Les Blomberg of the Noise Pollution Clearinghouse, John Eastman of the Jackson Hole Airport Board, and Dick Hingson of the Sierra Club have been selected to serve new 3 year terms when their current membership expires in September. No selection was made for the current open seat representing Native American interests. These NPOAG members 3 year terms commence on the publication date of this **Federal Register** notice.

The FAA and NPS invite persons interested in applying for the one remaining opening on the NPOAG to contact Mr. Keith Lusk (contact information is written above in **FOR FURTHER INFORMATION CONTACT**). Requests to serve on the NPOAG must be made to Mr. Lusk in writing and postmarked or emailed on or before September 30, 2020. The request should indicate your affiliation with federally-recognized Native American tribes, as

appropriate. The request should also state what expertise you would bring to the NPOAG as related to issues and concerns with aircraft flights over tribal lands and national parks. The term of service for NPOAG members is 3 years.

On August 13, 2014, the Office of Management and Budget issued revised guidance regarding the prohibition against appointing or not reappointing federally registered lobbyists to serve on advisory committees (79 FR 47482).

Therefore, before appointing an applicant to serve on the NPOAG, the FAA and NPS will require the prospective candidate to certify that they are not a federally registered lobbyist.

Issued in El Segundo, CA, on August 26, 2020.

Keith Lusk,

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

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice for Charlotte Area Transit System (CATS) Proposed LYNX Silver Line Project in the Charlotte Metropolitan Area, North Carolina

AGENCY: Federal Transit Administration, Transportation (DOT).

ACTION: Early scoping notice.

SUMMARY: The Federal Transit Administration (FTA) and the Charlotte Area Transit System (CATS) issue this early scoping notice to advise other agencies and the public that they intend to explore, through the early scoping process of the Council on Environmental Quality (CEQ), proposed light rail transit in the West and Southeast Corridors, now known as the proposed LYNX Silver Line Project (SLP).

DATES: Written comments on the scope of the ongoing planning analysis, including previous studies developed by local planning and transportation agencies, purpose and need, alternatives to be considered, potential impacts to be assessed, and public outreach methods should be sent to CATS by October 14, 2020. See **ADDRESSES** below for the address to which written public comments may be sent. Instructions for participating in online and live virtual early scoping meetings are available at <http://RideTransit.org/LYNXSilverLine>, along with early scoping materials.

CATS will conduct live virtual public meetings on the following dates:

Tuesday, September 15, 2020 at 5:30 p.m.; Focus Area 1: Wilkinson

Boulevard (City of Belmont to I–485)
Wednesday, September 16, 2020 at 5:30 p.m.; Focus Area 2: Wilkinson

Boulevard (I–485 to West Morehead Street)
Thursday, September 17, 2020 at 5:30 p.m.; Focus Area 3: Center City (West

Morehead Street to Charlottetowne Avenue)
Tuesday, September 22, 2020 at 5:30 p.m.; Focus Area 4: Independence

Boulevard (Charlottetowne Avenue to Idlewild Road)
Thursday, September 24, 2020 at 5:30 p.m.; Focus Area 5: Independence

Boulevard (Idlewild Road to just south of I–485 at CPCC Levine)
Tuesday, September 29, 2020 at 5:30 p.m.; Focus Area 6: Union County

Extension
Individuals who require special assistance to participate in early scoping should contact Ms. Ajonelle Poole, CATS Public and Community Relations Specialist, at 704–336–RIDE or LYNXSilverLine@publicinput.com at least seven days prior to the meetings. Ms. Poole can also be contacted for hard copies of the early scoping materials.

An interagency early scoping meeting will be conducted virtually on Monday, September 14, 2020 from 9:30 a.m. to 11:30 a.m. Representatives of Native American tribal governments and of Federal, State and local agencies that may have an interest in the project will be invited by phone, letter, or email.

In addition to the early scoping meetings described herein, CATS and FTA will conduct the scoping activities required by the subsequent NEPA process to identify the nature and scope of environmental issues to be addressed in the NEPA document. If the proposed action resulting from the planning analysis would have significant impacts requiring an environmental impact statement (EIS), FTA will publish a Notice of Intent (NOI) to prepare an EIS in the **Federal Register**, and that NOI will announce the dates and locations for EIS scoping meetings.

ADDRESSES: Written comments should be sent to Ms. Ajonelle Poole, CATS Public and Community Relations Specialist, 600 E. Fourth Street, Charlotte, NC 28202, phone: 704–336–RIDE, email: LYNXSilverLine@publicinput.com. The details of early scoping meetings are given above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Ms. Julia Walker, Environmental Protection Specialist, Region 4, Federal Transit

Administration, 230 Peachtree Street NW, Suite 1400, Atlanta, GA 30303, phone: 404–865–5600, email: julia.walker@dot.gov.

SUPPLEMENTARY INFORMATION: The early scoping process will be part of the ongoing planning analysis required by Title 49, United States Code (U.S.C.) Sec. 5309. Early scoping meetings have been planned and are announced below. The planning analysis completed to date has resulted in a locally preferred, planning-level light rail transit alternative which was adopted by the Metropolitan Transit Commission (MTC) and the metropolitan planning organizations (MPOs) for the Charlotte region. CATS recently initiated further study to refine the locally preferred alternative, which will then be the “proposed action” subject to environmental review under the National Environmental Policy Act (NEPA) and other environmental laws and regulations.

The SLP Corridor is approximately 26 miles in length. From the City of Belmont, it traverses through Center City Charlotte, and the Town of Matthews, with a potential two-mile extension into Union County. The transit improvements passing through these communities would serve residential neighborhoods and employment centers, key destinations like Charlotte Douglas International Airport, future Charlotte Gateway Station (with intercity rail and bus connections), Bank of America Stadium, BB&T Ballpark, Ovens Auditorium, Bojangles Coliseum, Novant Health Presbyterian and Matthews Medical Center, and Central Piedmont Community College, and will connect to the existing CATS LYNX Blue Line Light Rail and the CATS CityLYNX Gold Line Streetcar.

At the conclusion of the planning analysis, the MTC will adopt a refined locally preferred planning-level alternative, which will then be the “proposed action” subject to an appropriate environmental review under NEPA. If the proposed action would have significant impacts, FTA and CATS would initiate an EIS by conducting a scoping process to determine the appropriate scope of the EIS. In particular, the purpose and need for the project, the range of alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and the evaluation methodologies to be used would be subject to public and interagency review and comment, in accordance with 40 CFR parts 1500–1508 and 23 CFR part 771.