

47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before November 22, 2006.

The FAA's detailed evaluation will be conducted under the provision of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
National Headquarters, Planning and  
Environmental Division, APP-400,  
800 Independence Avenue, SW.,  
Room 621, Washington, DC 20591.

Federal Aviation Administration,  
Western-Pacific Region Office,  
Airports Division, Room 3012, 15000  
Aviation Boulevard, Hawthorne,  
California 90261.

Federal Aviation Administration,  
Western-Pacific Region, San Francisco  
Airports District Office, 831 Mitten  
Road, Suite 210, Burlingame,  
California 94010.

City of Fresno, Mr. Kevin Meikle,  
Airport Planning Manager, 4995 East  
Clinton Way, Fresno, CA 93727-1525.

Questions may be directed to the  
individual named above under the  
heading **FOR FURTHER INFORMATION  
CONTACT**.

Issued in Hawthorne, California, on May  
26, 2006.

**Mark A. McClardy,**

*Manager, Airports Division, AWP-600,  
Western-Pacific Region.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Henderson and Buncombe 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 multi-land widening of I-26 between NC 225 and I-40 in Asheville in Buncombe and Henderson Counties, North Carolina (TIP Projects I-4400 & I-4700).

**FOR FURTHER INFORMATION CONTACT:**  
Clarence W. Coleman, PE, Operations  
Engineer, Federal Highway  
Administration, 310 New Bern Avenue,  
Suite 410, Raleigh, North Carolina  
27601-1418, Telephone: (919) 856-  
4350, extension 133 or Joseph S.  
Qubain, Project Manager, North  
Carolina Department of Transportation  
(NCDOT), 1548 Mail Service Center,  
Raleigh, North Carolina 27699-1548,  
Telephone: (919) 733-7844, extension  
209.

**SUPPLEMENTARY INFORMATION:** The  
FHWA, in cooperation with the NCDOT,  
will prepare an EIS on a proposal to  
widen I-26 between NC 255 south of  
Hendersonville and I-40 near Asheville  
in Buncombe and Henderson Counties,  
North Carolina. The proposed project  
would be approximately 22.2 miles in  
length.

Improvements to the corridor are  
considered necessary to relieve  
forecasted congestion along the I-26  
corridor. Alternatives under  
consideration include: (1) Taking no  
action; (2) Transportation Systems  
Management/Travel Demand  
Management (TSM/TDM) that  
incorporates operational improvements  
and demand mitigation programs and  
initiatives to meet the transportation  
demand within the I-26 corridor; and  
(3) a multi-lane widening of I-26 within  
the existing right-of-way that includes  
rehabilitation and widening of existing  
bridge structures within the project  
limits, including the Blue Ridge  
Parkway structure over I-26. The EIS  
will also include a regional cumulative  
impact study for the I-26 corridor.

To ensure that the full range of issues  
related to this proposed action is  
addressed and all significant issues are  
identified, comments and suggestions  
are invited from all interested parties.  
Comments or questions concerning this  
proposed action, the EIS and the

cumulative impact study should be  
directed to the FHWA at the address  
provided above.

Issued on: June 1, 2006.

**Thomas D. Riggsbee,**

*Area Engineer, Raleigh, North Carolina.*

[FR Doc. 06-5201 Filed 6-5-06; 9:14 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Proposed Agency Information Collection Activities; Comment Request

**AGENCY:** Federal Railroad  
Administration, DOT.

**ACTION:** Notice and request for  
comments.

**SUMMARY:** In compliance with the  
Paperwork Reduction Act of 1995 (44  
U.S.C. 3501 *et seq.*), this notice  
announces that the Information  
Collection Requirement (ICR) abstracted  
below has been forwarded to the Office  
of Management and Budget (OMB) for  
review and comment. The ICR describes  
the nature of the information collection  
and its expected burden. The **Federal  
Register** notice with a 60-day comment  
period soliciting comments on the  
following collection of information was  
published on March 31, 2006 (71 FR  
16412).

**DATES:** Comments must be submitted on  
or before July 7, 2006.

**FOR FURTHER INFORMATION CONTACT:** Mr.  
Robert Brogan, Office of Planning and  
Evaluation Division, RRS-21, Federal  
Railroad Administration, 1120 Vermont  
Ave., NW., Mail Stop 17, Washington,  
DC 20590 (telephone: (202) 493-6292),  
or Mr. Victor Angelo, Office of Support  
Systems, RAD-43, Federal Railroad  
Administration, 1120 Vermont Ave.,  
NW., Mail Stop 35, Washington, DC  
20590 (telephone: (202) 493-6097).  
(These telephone numbers are not toll-  
free.)

**SUPPLEMENTARY INFORMATION:** The  
Paperwork Reduction Act of 1995  
(PRA), Pub. L. 104-13, § 2, 109 Stat. 163  
(1995) (codified as revised at 44 U.S.C.  
3501-3520), and its implementing  
regulations, 5 CFR Part 1320, require  
Federal agencies to issue two notices  
seeking public comment on information  
collection activities before OMB may  
approve paperwork packages. 44 U.S.C.  
3506, 3507; 5 CFR 1320.5, 1320.8(d)(1),  
1320.12. On March 31, 2006, FRA  
published a 60-day notice in the **Federal  
Register** soliciting comment on ICRs  
that the agency was seeking OMB

approval. 71 FR 16412. FRA received no comments after issuing this notice. Accordingly, DOT announces that these information collection activities have been re-evaluated and certified under 5 CFR 1320.5(a) and forwarded to OMB for review and approval pursuant to 5 CFR 1320.12(c).

Before OMB decides whether to approve these proposed collections of information, it must provide 30 days for public comment. 44 U.S.C. 3507(b); 5 CFR 1320.12(d). Federal law requires OMB to approve or disapprove paperwork packages between 30 and 60 days after the 30 day notice is published. 44 U.S.C. 3507 (b)–(c); 5 CFR 1320.12(d); *see also* 60 FR 44978, 44983, Aug. 29, 1995. OMB believes that the 30 day notice informs the regulated community to file relevant comments and affords the agency adequate time to digest public comments before it renders a decision. 60 FR 44983, Aug. 29, 1995. Therefore, respondents should submit their respective comments to OMB within 30 days of publication to best ensure having their full effect. 5 CFR 1320.12(c); *see also* 60 FR 44983, Aug. 29, 1995.

The summary below describes the nature of the information collection requirement (ICR) and the expected burden. The proposed requirements are being submitted for clearance by OMB as required by the PRA.

*Title:* FRA Emergency Order No. 24.

*OMB Control Number:* 2130–0568.

*Type of Request:* Extension of a currently approved collection.

*Affected Public:* Railroads.

*Form(s):* N/A.

*Abstract:* The collection of information is due to a recent rash of railroad accidents caused by human failure to properly set hand-operated main track switches in non-signalized territory. FRA has determined that public safety compels the issuance of Emergency Order No. 24 and necessitates this collection of information in order that railroads modify their operating rules and take certain other actions necessary to ensure that their employees who operate hand-operated main track switches in non-signalized territory restore the switches to their proper (normal) position after use. The Emergency Order is intended to reduce the risk of serious injury or death both to railroad employees and the general public.

*Annual Estimated Burden Hours:* 11,078 hours.

*Addressee:* Send comments regarding these information collections to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 Seventeenth Street, NW.,

Washington, DC 20503, Attention: FRA Desk Officer.

*Comments are invited on the following:* Whether the proposed collections of information are necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimates of the burden of the proposed information collections; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the burden of the collections of information on respondents, including the use of automated collection techniques or other forms of information technology.

A comment to OMB is best assured of having its full effect if OMB receives it within 30 days of publication of this notice in the **Federal Register**.

**Authority:** 44 U.S.C. 3501–3520.

Issued in Washington, DC on May 31, 2006.

**D.J. Stadler,**

*Director, Office of Budget, Federal Railroad Administration.*

[FR Doc. E6–8785 Filed 6–6–06; 8:45 am]

**BILLING CODE 4910–06–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

**[Docket No. FRA 2001–9972; Formerly FRA**

**Docket No. 87–2]**

**[Notice No. 17]**

**RIN 2130–AB20**

### Automatic Train Control (ATC) and Advanced Civil Speed Enforcement System (ACSES); Northeast Corridor (NEC) Railroads

**AGENCY:** Federal Railroad Administration (FRA), Department of Transportation (DOT).

**ACTION:** Amendment to Order of Particular Applicability Requiring ACSES Between New Haven, Connecticut and Boston, Massachusetts—Rescission of Temporary Nighttime Operating Protocols.

**SUMMARY:** In 1998, FRA issued an Order of Particular Applicability (Order) requiring all trains operating on the Northeast Corridor (NEC) between New Haven, Connecticut, and Boston, Massachusetts (NEC—North End) to be equipped to respond to the new Advanced Civil Speed Enforcement System (ACSES). In 2002, CSXT Transportation (CSXT) requested, and FRA granted, permission to run its nighttime operations under temporary

operating protocols until further notice. In March 2006, both CSXT and the National Railroad Passenger Corporation (Amtrak) requested that FRA rescind the 2002 CSXT nighttime operating protocols because advancements in the ACSES system had made them unnecessary. On May 1, 2006, FRA notified CSXT and Amtrak by letter that it had agreed to rescind the CSXT nighttime protocols as requested. This amendment conforms the Order accordingly.

**DATES:** The amendments to the Order are effective June 7, 2006.

**FOR FURTHER INFORMATION CONTACT:** Paul Weber, Railroad Safety Specialist, Signal and Train Control Division, Office of Safety, Mail Stop 25, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493–6258) or Patricia V. Sun, Office of Chief Counsel, Mail Stop 10, FRA, 1120 Vermont Avenue, NW., Washington, DC 20590 ((202) 493–6038).

**ADDRESSES:** *Docket:* For access to the docket to read background documents or comments received, go to <http://dms.dot.gov> at any time or to Room PL–401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** The Order, as published on July 22, 1998, set performance standards for cab signal/automatic train control and ACSES systems, increased certain maximum authorized train speeds, and contained safety requirements supporting improved rail service on the NEC. 63 FR 39343. Among other requirements, the Order required all trains operating on track controlled by Amtrak on the NEC—North End to be controlled by locomotives equipped to respond to ACSES by October 1, 1999. FRA has subsequently amended the Order nine times to reset the implementation schedule and make technical changes. 64 FR 54410, October 6, 1999; 65 FR 62795, October 19, 2000; 66 FR 1718, January 9, 2001; 66 FR 34512, June 28, 2001; 66 FR 57771, November 16, 2001; 67 FR 6753, February 12, 2002; 67 FR 14769, March 22, 2002; 67 FR 47884, July 22, 2002; and 69 FR 12733, March 17, 2004.

The tenth amendment to this Order is effective upon publication instead of 30 days after the publication date in order to realize the significant safety and transportation benefits afforded by the ACSES system at the earliest possible time. All affected parties have been notified.