

program management on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program was approved by the Acting Associate Administrator for Airports, effective May 30, 2006.

Outright approval was granted for twenty-eight (28) of the thirty (30) specific program measures and (1) program element was approved in part and disapproved in part. The approved measures included such items as: Continued Informal Preferential Use of Runway 3; Continuation to encourage Stage 2 Aircraft to use Runway 21 for landings and Runway 3 for takeoffs; Continuation to discourage right downwind and right base pattern entry, long straight-in approaches, and right turn-outs prior to reaching the airport boundary for aircraft using Runway 3; Continuation to encourage right turns as soon as practical and discourage straight-out and left turns on departure from Runway 21. Continuation to prohibit stop-and-go operations, intersections take-offs, formations, and simulated single engine take-offs and training go arounds by multi-engine aircraft on Runway 21; Continuation to discourage descents below 2,500 feet mean sea level (MSL) for practice instrument approaches; Continuation to encourage National Business Aviation Association (NBAA) standard or manufacturer's comparable noise abatement procedures; Continuation to prohibit touch-and-go operations between 9:30 p.m. and 6 a.m.; Continuation to prohibit maintenance run-up operations between 10 p.m. and 7 a.m.; Continuation to encourage use of AOPA Noise Awareness Steps by light single-engine aircraft; Request Air Traffic Control to coordinate on any new approach, departure, or routing procedures when ASR-11 radar installation is complete; Relocate the existing run-up area from the approach end of Runway 21 to the proposed site in the central portion of the airport; Inform transient helicopter pilots of the noise abatement flights paths; Change Phoenix Sectional Aeronautical Chart to depict additional populated places; Within their respective General Plans, the cities of Scottsdale and Phoenix should maintain the compatibility planned areas within the 55 DNL contour; The cities of Scottsdale and Phoenix should maintain the compatibly-zoned areas within the project study area; The City of Scottsdale should consider rezoning the parcel located directly north of the airport, within the 65 DNL noise

contour, to a compatible land use. The parcel is currently utilized as a golf course. The cities of Scottsdale and Phoenix should enact Project Review Guidelines for those areas impacted by Airport operations; The cities of Scottsdale and Phoenix should adopt the overlay zones contained within the proposed Project Review Guidelines; If the Project Review Guidelines and Overlay Zoning Alternatives are not implemented, the City of Scottsdale should consider amending the subdivision regulations to require the issuance of navigation easements and fair disclosure notices for the areas contained within the AC-1, AC-2, and AC-3 of the overlay zoning; The City of Scottsdale should consider amending its current building codes to incorporate prescriptive noise standards; Should the Project Review Guidelines alternatives not be implemented, the City of Scottsdale should consider incorporating the 2009 noise contours into its general plan to allow for an additional level of fair disclosure; The City of Phoenix should consider rezoning the areas located north of the Central Arizona Project (CAP) canal, which are currently zoned for residential land, uses and planned industrial or commercial land uses; Update Noise Exposure Maps and Noise Compatibility Program; Monitor implementation of the updated Part 150 Noise Compatibility Program; Continue noise complaint tracking program; Continue and expand airport signage program; and Airport Pilot and Community Outreach Program. Approval was not granted to three (3) proposed program elements and one (1) program element was disapproved in part. The disapproved measures included such items as: Encourage the use of published approach patterns for Runway 21; The City will encourage FAA to chart visual flight procedures to provide pilots with minimum safe flying altitudes and paths on approach; and Construction of a run-up enclosure. These determinations are set forth in detail in the Record of Approval signed by the Acting Associate Administrator for Airports, May 30, 2006. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the City of Scottsdale. The Record of Approval also will be available on-line at: <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Hawthorne, California on June 9, 2006.

**George E. Aiken,**

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

[FR Doc. 06-5515 Filed 6-16-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA 2006-25064]

#### Agency Information Collection Activities: Request for Comments for New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

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

**SUMMARY:** The FHWA invites public comment about our intentions to request the Office of Management and Budget (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by August 18, 2006.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number FHWA-2006-25064 to the Docket Clerk, by any of the following methods:

- *Web site:* <http://dms.dot.gov>.

Follow the instructions for submitting comments on the DOT electronic docket site.

- *Fax:* 1-202-493-2251.

- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001.

- *Hand Delivery:* 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.

*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 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.

**FOR FURTHER INFORMATION CONTACT:** Mr. Chien-Tan Chang, Office of Bridge Technology, HIBT-1, (202) 366-6749, Fax (202) 366-3077, or e-mail [chien-tan.chang@dot.gov](mailto:chien-tan.chang@dot.gov). For legal questions, please contact Mr. Robert Black, Office of the Chief Counsel, (202) 366-1359,

robert.black@fhwa.dot.gov; Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t. Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

**Title: Innovative Bridge Research and Deployment (IBRD) Program**

*Background*

Congress established the Innovative Bridge Research and Construction program, the predecessor of the IBRD program, in the Transportation Equity Act for the 21st Century (TEA-21) (Pub. L. 105-178). The IBRC program was continued in SAFETEA-LU, but was renamed as the IBRD program. Funds are provided to the States under as the IBRD program to pay the Federal share of the cost of projects that demonstrate innovative accelerated bridge design and construction technology and the application of innovative material technology in the repair, rehabilitation, replacement, or new construction of bridges and other highway structures. For each of the fiscal years 2005 through 2009, approximately \$13.1 million will be available. For FY 2006, approximately \$2.2 million is available for the IBRC program, and approximately \$5.1 million for the IBRD program after reduction of funds pursuant to the Departments of Transportation, Treasury, Housing and Urban Development, the Judiciary, and the District of Columbia, independent Agencies Appropriations Act 2006 (Pub. L. 109-115, Nov. 30, 2005) the Department of Defense, Appropriations Act 2006 (Pub. L. 109-148, Dec. 30, 2005), and Section 5202(b)(3)(B) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU). The IBRD activities include identification and selection of candidate projects from 50 State DOTs, Puerto Rico and the District of Columbia, which meet one or more goals of the program as established by the Congress. Approximately 25 projects will be selected that meet one or more program goals as follows:

A. The development of new, cost-effective, innovative highway bridge applications;

B. The development of construction techniques to increase safety and reduce construction time and traffic congestion;

C. The development of engineering design criteria for innovative products, materials, and structural systems for use in highway bridges and structures;

D. The reduction of maintenance costs and life-cycle costs of bridges, including

costs of new construction, replacement or rehabilitation of deficient bridges;

E. The development of highway bridges and structures that will withstand natural disasters;

F. The documentation and wide dissemination of objective evaluations of the performance and benefits of these innovative designs, materials, and construction methods;

G. The effective transfer of resulting information and technology; and,

H. The development of improved methods to detect bridge scour and economical bridge foundation designs that will withstand bridge scour.

Additional activities include collection of project information; documentation, promotion and wide dissemination of objective evaluations of the performance and benefits of these innovative designs, materials, and construction methods resulting from the project studies.

*Respondents:* 50 State Departments of Transportation, the District of Columbia and Puerto Rico.

*Frequency:* Annual.

*Estimated Average Burden per Response:* 1 hour.

*Estimated Total Annual Burden Hours:* It is estimated that a total of 100 responses will be received to give us a total annual burden of 100 hours.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

*Authority:* The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

**James R. Kabel,**

*Chief, Management Programs and Analysis Division.*

[FR Doc. E6-9583 Filed 6-16-06; 8:45 am]

**BILLING CODE 4910-22-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Notice of Final Federal Agency Actions on Proposed Highways in South Carolina**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of limitation on claims for judicial review of actions by FHWA and other Federal agencies.

**SUMMARY:** This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to various proposed highway projects in the State of South Carolina. Those actions grant licenses, permits, and approvals for the projects.

**DATES:** By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on any of the listed highway projects will be barred unless the claim is filed on or before December 18, 2006. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

**FOR FURTHER INFORMATION CONTACT:** Mr. Robert Lee, Division Administrator, Federal Highway Administration, 1835 Assembly Street, Suite 1270, Columbia, SC 29201; Telephone: (803) 253-3887; e-mail: [bob.lee@fhwa.dot.gov](mailto:bob.lee@fhwa.dot.gov). The FHWA South Carolina Division Office's normal business hours are 7 a.m. to 4:30 p.m. (Eastern Time). You may also contact Mr. J. Berry Still, P.E., South Carolina Department of Transportation, 955 Park Street, P.O. Box 191, Columbia, SC 29202-0191; Telephone: (803) 737-9967; e-mail: [StillJB@scdot.org](mailto:StillJB@scdot.org).

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the highway project in the State of South Carolina that is listed below. This project will complete the connection from I-26 to the southwest of Summerville, contribute to an improvement in the overall safety on surrounding roads, and assist in providing congestion relief. The actions by the Federal agencies on a project, and the laws under which such actions were taken, are described in the documented environmental assessment (EA) and Finding of Significant Impact (FONSI) issued in connection with the project, and in other documents in the FHWA administrative record for the project.