

Southwest's operation specifications (OpSpecs) to accommodate future aircraft activity as high as 60 daily LTOs at DEN * * *

3. Page 24904, fourth sentence of the 1st paragraph under Aircraft and Supporting Equipment Emissions shall be revised to read: "Under the Proposed Action scenario, aircraft emissions were quantified based on this maximum foreseeable level and conservatively assumed to occur every day of the year for a total of 21,900 LTOs per year."

Note: The above corrections do not impact the analysis or the results. This Notice of Availability of this Final General Conformity determination will also be published in the Rocky Mountain News, Denver, Colorado. Also, the Final Conformity Determination will be available at DEN.

FOR TECHNICAL INFORMATION CONTACT:

Ms. Joan Seward, All Weather Operations Program Manager, ASW-230.1, FAA SW Region Headquarters, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5278, e-mail: Joan.M.Seward@faa.gov.

Issued in Washington, DC, on June 26, 2006.

John M. Allen,

Acting Director, Flight Standards Service.

[FR Doc. 06-5888 Filed 6-29-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2006-21]

Petitions for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemptions received.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption, part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains summaries of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before July 20, 2006.

ADDRESSES: Send comments on the petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number at the beginning of your comments. If you wish to receive confirmation that the FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone 1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: Jan

Thor (425-227-2127), Transport Airplane Directorate (ANM-113), Federal Aviation Administration, 1601 Lind Ave., SW., Renton, WA 98055-4056; or John Linsenmeyer (202-267-5174), Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591. This notice is published pursuant to 14 CFR 11.85 and 11.91.

Issued in Washington, DC, on June 23, 2006.

Anthony F. Fazio,

Director, Office of Rulemaking.

Petitions for Exemption

Docket No.: FAA-2006-25156.

Petitioner: Raytheon Aircraft Company.

Section of 14 CFR Affected: 14 CFR 25.981.

Description of Relief Sought: Raytheon Aircraft Company is seeking a two-year time-limited exemption for compliance with Amendment 25-102 to 14 CFR 25.981 for the Model 4000 type certification program. This program is nearly complete, but will slightly exceed the five-year timeframe established by 14 CFR 21.17. Amendment 25-102 is one of the 14 CFR part 25 rule changes issued since the type certification application date that would now need to be incorporated into the design. The time-limited exemption allows Raytheon Aircraft Company sufficient time to complete analysis, and if required, developed any design changes and retrofit the Model 4000 fleet.

Docket No.: FAA-2006-25155.

Petitioner: Raytheon Aircraft Company.

Section of 14 CFR Affected: 14 CFR 25.1435.

Description of Relief Sought:

Raytheon Aircraft Company is seeking a twelve (12) month time limited exemption to 14 CFR 25.1435(a)(1), Amendment 104 for the Model 4000 type certification program. This program is nearly complete, however will slightly exceed the 5 year timeframe established by 14 CFR 21.17.

Amendment 104 is one of the 14 CFR part 25 rule changes issued since the type certification application date that would now need to be incorporated into the design. The time-limited exemption will allow Raytheon Aircraft Company sufficient time to complete analysis, testing, and if required, develop any design changes and retrofit the Model 4000 fleet.

[FR Doc. 06-5881 Filed 6-29-06; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Federal Highway Administration

Environmental Impact Statement: City and County of Denver, CO

AGENCIES: Federal Transit Administration (FTA), Federal Highway Administration, Department of Transportation (DOT).

ACTION: Revised Notice of Intent.

SUMMARY: The FTA and FHWA are jointly issuing this Revised Notice of Intent to advise the public that the joint Environmental Impact Statement/Section 4(f) Evaluation (EIS/4(f)) for transit and highway improvements in the City and County of Denver, Adams County, and the City of Aurora, Colorado will be revised to create two separate environmental documents. Previously, the transit and highway improvements were being evaluated as part of a combined highway and transit study. Recently, the agencies working on the combined project decided to prepare separate EISs for the different highway and transit project elements. This Revised Notice of Intent provides notice for the separate transit and highway EIS/4(f)s that are being prepared.

FOR FURTHER INFORMATION CONTACT:

For transit: Dave Beckhouse, Community Planner, FTA, 12300 West Dakota Avenue, Suite 310, Denver, CO, 80228, Telephone: (720) 963-3306.

Mike Turner, Regional Transportation District, 1560 Broadway, Suite 700, Denver, CO, 80202, Telephone: (303) 299-2366.

For highway: Chris Horn, Senior Operations Engineer, FHWA, 12300 West Dakota Avenue, Suite 180, Lakewood, Colorado 80228, Telephone 720 963 3017. Sharon Lipp Colorado Department of Transportation, Region 6, 3840 York Street, Suite 130, Denver, Colorado 80205, Telephone 303 294 9300.

SUPPLEMENTARY INFORMATION: On August 19, 2003, the FTA and FHWA, in cooperation with the Regional Transportation District (RTD), Colorado Department of Transportation (CDOT), and City and County of Denver published a Notice of Intent to prepare an Environmental Impact Statement for proposed transportation improvements in the City and County of Denver, Adams County and the City of Aurora. FTA will now prepare an Environmental Impact Statement/Section 4(f) Evaluation (EIS/4(f) for transit improvements proposed in the East Corridor between downtown Denver and Denver International Airport (DIA). FHWA will now prepare an Environmental Impact Statement/4(f) Evaluation (EIS/4(f) for highway improvements on Interstate 70 (I-70) between Interstate 25 (I-25) and Tower Road. The purpose of the proposed actions is to improve safety, mobility, and access, and decrease congestion. Currently downtown Denver is the center for rail and bus transit in the region. DIA is a critical link in the regional and national transportation network. The I-70 East Corridor is one of the most heavily traveled and congested corridors in the region and state. Highway safety issues revolve around the age and design features of the interchanges and roadway.

Project scoping was conducted in 2003 as part of the joint project between FHWA, CDOT, FTA, RTD, and Denver. However, since that time the FTA and FHWA have decided to prepare separate EISs for the transit and highway elements.

Scoping included various coordination activities with affected parties, stakeholders, organization, Federal, State and local agencies; agency scoping meetings; and through community outreach and public meetings in the project corridor. In addition, a variety of grassroots outreach techniques have been used including a door-to-door campaign for some of the neighborhoods, flyers, block and neighborhood meetings, and business and community-organization outreach

meetings. To be placed on the public mailing list to receive additional project information, contact Mike Turner (RTD) and/or Sharon Lipp (CDOT) at the address previously provided.

Comments or questions concerning these proposed actions and the EIS Section 4(f) Evaluations should be directed to Dave Beckhouse (FTA) and/or Chris Horn (FHWA) at the addresses previously provided.

The EIS/Section 4(f) Evaluations will evaluate improvement alternatives and the Non-action alternative based on the Purpose and Need developed for the corridor. Alternatives have been developed through an extensive agency and community outreach process. A full range of potential alignments and corridors were considered for both transit and highway alternatives.

The East Corridor EIS will result in a decision concerning transit improvements, if any, to be built to improve mobility in the corridor. The I-70 East EIS will result in a decision about which highway improvements, if any, will be built to improve safety and address congestion.

East Corridor EIS

The alternatives evaluated in the Draft EIS (DEIS) and Section 4(f) Evaluation will include, but not be limited to, bus and rail technologies. Rail transit along the Union Pacific Railroad corridor from downtown Denver to DIA and enhancements to the existing transit system to connect to the East Corridor will also be evaluated. As part of the transit evaluations, station locations will be identified and studied as appropriate.

FTA will analyze social, economic, and environmental impacts of the various alternatives. Other major issues to be evaluated include air quality, noise, vibration, community cohesion impacts, and possible disruption of neighborhoods and business and commercial activities.

The DEIS will be available for public and agency review and comment. Information concerning the availability of the DEIS will be published at a later date.

I-70 East EIS

The alternatives evaluated in the Draft EIS (DEIS) and Section 4(f) Evaluation will include, but not be limited to, variations of the horizontal and vertical alignment of I-70 as well as capacity and safety improvements. Existing and future interchanges will also be evaluated.

FHWA will evaluate social, economic, and environmental impacts of the various alternatives. A major concern is

environmental justice. I-70 passes through three older communities that have been affected by several actions on I-70 beginning with the initial construction of I-70 in the 1960s and subsequent actions including reconstruction of the I-70 viaduct and roadway widening on the western segment of the Corridor. Other major issues to be evaluated include air quality, noise, aesthetics, community cohesion impacts, and possible disruption of neighborhoods and business and commercial activities.

The DEIS will be available for public and agency review and comment. Information concerning the availability of the DEIS will be published at a later date.

(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.)

Lee O. Waddleton,

Regional Administrator, Federal Transit Administration, 12300 W. Dakota Ave. Suite 310, Lakewood, Colorado 80228-2583.

David Nicol,

Division Administrator, Federal Transit Administration, 12300 W. Dakota Ave. Suite 180, Lakewood, Colorado 80228-2583.

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BILLING CODE 4910-22-M

DEPARTMENT OF THE TREASURY

Fiscal Service

Renegotiation Board Interest Rate; Prompt Payment Interest Rate; Contract Disputes Act

AGENCY: Bureau of the Public Debt, Fiscal Service, Treasury.

ACTION: Notice.

SUMMARY: For the period beginning July 1, 2006, and ending on December 31, 2006, the prompt payment interest rate is 5¾ per centum per annum.

ADDRESS: Comments or inquiries may be mailed to Trina R. Cook, Team Leader, Borrowings Accounting Team, Division of Accounting Operations, Office of Public Debt Accounting, Bureau of the Public Debt, Parkersburg, West Virginia, 26106-1328. A copy of this Notice will be available to download from <http://www.publicdebt.treas.gov>.

DATES: This notice announces the applicable interest rate for the July 1, 2006, to December 31, 2006, period.

FOR FURTHER INFORMATION CONTACT: Stephanie Brown, Director, Division of