

points, to a point or points in the Open Skies countries listed in Attachment A, and beyond.

Renee V. Wright,

*Program Manager, Docket Operations,
Federal Register Liaison.*

[FR Doc. E6-18754 Filed 11-6-06; 8:45 am]

BILLING CODE 4910-9X-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Random Drug and Alcohol Testing Percentage Rates of Covered Aviation Employees for the Period of January 1, 2007, Through December 31, 2007

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA has determined that the minimum random drug and alcohol testing percentage rates for the period January 1, 2007, through December 31, 2007, will remain at 25 percent of safety-sensitive employees for random drug testing and 10 percent of safety-sensitive employees for random alcohol testing.

FOR FURTHER INFORMATION CONTACT: Mr. Jeffrey Stookey, Office of Aerospace Medicine, Drug Abatement Division, Program Analysis Branch (AAM-810), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8442.

Discussion: Pursuant to 14 CFR part 121, appendix I, section V.C, the FAA Administrator's decision on whether to change the minimum annual random drug testing rate is based on the reported random drug test positive rate for the entire aviation industry. If the reported random drug test positive rate is less than 1.00%, the Administrator may continue the minimum random drug testing rate at 25%. In 2005, the random drug test positive rate was 0.58%. Therefore, the minimum random drug testing rate will remain at 25% for calendar year 2007.

Similarly, 14 CFR part 121, appendix J, section III.C, requires the decision on the minimum annual random alcohol testing rate to be based on the random alcohol test violation rate. If the violation rate remains less than 0.50%, the Administrator may continue the minimum random alcohol testing rate at 10%. In 2005, the random alcohol test violation rate was 0.16%. Therefore, the minimum random alcohol testing rate will remain at 10% for calendar year 2007.

SUPPLEMENTARY INFORMATION: If you have questions about how the annual random testing percentage rates are determined please refer to the Code of Federal Regulations Title 14: part 121, appendix I, section V.C (for drug testing), and appendix J, section III.C (for alcohol testing).

Issued in Washington, DC on November 1, 2006.

Frederick E. Tilton,

Federal Air Surgeon.

[FR Doc. E6-18726 Filed 11-6-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of public meeting; correction.

SUMMARY: The Federal Aviation Administration published a document in the **Federal Register** of October 30, 2006, (71 FR 63378) concerning a notice of public meeting of the FAA's Aviation Rulemaking Advisory Committee (ARAC) to discuss transport airplane and engine (TAE) issues. The document omitted some relevant information.

FOR FURTHER INFORMATION CONTACT: Nicanor Davidson, (202) 267-5174.

Correction

In the **Federal Register** of October 30, 2006, in FR Doc. E6-18146, on page 63378, in the third column, under **SUPPLEMENTARY INFORMATION**, amend the sixth bullet in the agenda, Ice Protection Harmonization Working Group (HWG) Report, to add sub-bullets as follows:

- Vote on HWG report for Task 1 TSO.
- Vote on HWG reports for Task 5 and Task 6 mixed phase.

Issued in Washington, DC on November 1, 2006.

Eve Adams.

Acting Director, Office of Rulemaking.

[FR Doc. E6-18728 Filed 11-6-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA 2006-26090]

Agency Information Collection Activities: Request for Comments; Renewed Approval of Information Collection; State Right-of-Way Operations Manuals, OMB Control Number: 2125-0586

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval to renew an information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. The collection involves State Departments of Transportation (STD) providing their Right-of-Way Operations Manuals to FHWA. The information to be collected will be used to certify that the manuals are representative of the States right-of-way procedures and the information is necessary to comply with 23 Code of Federal Regulations Part 710.201(c). We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

DATES: Please submit comments by January 8, 2007.

ADDRESSES: You may submit comments identified by DOT DMS Docket Number FHWA-2006-26090 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: David Walterscheid, (720) 963-3073, Office of Real Estate Services, Federal

Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC, 20590. Office hours are from 7:30 a.m. to 4 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: State Right-of-Way Operations Manuals.

OMB Control Number: 2125-0586.

Background: Section 23, of the Code of Federal Regulations Part 710, reduces Federal regulatory requirements and places primary responsibility for a number of approval actions at the State level. Part 710.201 requires that States must certify at 5-year intervals that their State Right-of-Way Operations Manuals are representative of their procedures, or submit an updated manual. STDs are required to update their manuals to reflect changes in Federal requirements for programs administered under Title 23 U.S.C. These manuals reflect how the STD plans to perform real estate acquisition and property management, and maintain the integrity of the right-of-way for highway and related transportation systems. The State manuals may be submitted to FHWA electronically or they can be made available by postings on State Web sites.

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

Frequency: The States update their operations manuals for review annually.

Estimated Average Burden per Response: 75 hours per respondent.

Estimated Total Annual Burden Hours: The total is 3,900 burden hours annually.

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 burden; (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.

Issued on: November 1, 2006.

James R. Kabel,

Chief, Management Programs and Analysis Division.

[FR Doc. E6-18700 Filed 11-6-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: St. Clair County, Michigan

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is reissuing this notice to advise the public of changes to the Environmental Impact Statement that will be prepared for proposed improvements to the United States Port of Entry Plaza for the Blue Water Bridge in St. Clair County, Michigan. This Notice revises the published Notice of Intent of January 12, 2005.

FOR FURTHER INFORMATION CONTACT: Mr. James Kirschensteiner, Assistant Division Administrator, Federal Highway Administration, 315 W. Allegan Street, Room 201, Lansing, Michigan 48933, Telephone: (517) 702-1835; or Mr. Paul McAllister, Supervisor, Environmental Section, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, MI 48909, Telephone: (517) 335-2622.

SUPPLEMENTARY INFORMATION: The FHWA in cooperation with the Michigan Department of Transportation (MDOT) is preparing an Environmental Impact Statement (EIS) to evaluate alternatives for potential improvements to the United States Border Plaza at the Blue Water Bridge. The Federal cooperating agencies for the project include: U.S. Coast Guard, U.S. General Service Administration (GSA), U.S. Environmental Protection Agency (U.S.EPA), U.S. Army Corps of Engineers, and U.S. Customs and Border Protection (CBP).

The Blue Water Bridge is a major passenger and commercial border crossing between the United States and Canada and is the northern termination point for Interstate Routes I-69 and I-94 in the United States and for Highway 402 in Canada. MDOT owns and operates the Blue Water Bridge Border Plaza. Several agencies operate on the United States Plaza. These agencies are responsible for inspecting vehicles, goods, and people entering the United States and include: CBP, the United States Department of Agriculture (USDA), and the Food and Drug Administration (FDA). The inspection agencies lease facilities on the United States Plaza from MDOT through GSA, which serves as the Federal leasing agent. MDOT collects tolls from vehicles departing the United States for Canada on the plaza.

The study area is located within the City of Port Huron and Port Huron Township. The study area consists of approximately 30 blocks (195 acres) of urban land use surrounding the existing plaza and ramps, and it extends to the west along I-69/I-94 for approximately 2.2 miles. The study area includes the existing plaza, the Black River Bridge, the Water Street interchange, and locations for off-site inspection facilities, located north of I-69/I-94 and west of the Water Street Interchange.

In September 2002, this project started as an Environmental Assessment (EA) and has proceeded through the scoping phase, purpose and need documentation, and alternatives development. Three resource agency meetings and four public information meetings have been held. As a result of identified potentially significant impacts, FHWA and MDOT concluded that an environmental Impact Statement (EIS) should be completed.

The purposes of this Environmental Impact Statement are to:

- Accommodate projected 2030 traffic growth and potential future facility needs,
- Minimize backups on Highway 402 and I-69/I-94 and correct existing traffic weaving issues,
- Accommodate the latest inspection technologies and procedures,
- Provide flexibility to accommodate future unknown inspection technologies and procedures,
- Improve border security,
- Provide facilities that ensure cars and trucks do not leave the plaza without being inspected,
- Improve safety on the bridge, plaza, and I-69/I-94,
- Reduce vehicle and pedestrian conflicts on the plaza,
- Improve access between the plaza and the Port Huron area, and
- Minimize routing of commercial traffic to local roads during maintenance operations.

The need for improvements to the United States Plaza at the Blue Water Bridge is supported by several key issues including:

- Traffic growth and repeated traffic backups,
- Insufficient truck parking for inspection purposes,
- The introduction of new inspection technology,
- Emerging Security issues,
- Insufficient space for the increased number of border inspection agents,
- Traffic conflicts and crash history, and
- Inadequate connections between the plaza and local roads needing improvements.