

Committee on Regulatory/Procedural Matters that will take place December 4–8, 2006 in Geneva, Switzerland. ITAC meetings will be convened on June 6, July 18, and August 15 2006 from 1 to 3 p.m. at the Boeing Company, 1200 Wilson Blvd., Arlington, VA. That is one-half block from the Rosslyn Metrorail station on the Orange and Blue lines.

Members of the public will be admitted to the extent that seating is available and may join in the discussions subject to the instructions of the Chair. Entrance to 1200 Wilson Blvd. is controlled. Persons planning to attend the meeting should arrive early enough to complete the entry procedure. One of the following current photo identifications must be presented to gain entrance to 1200 Wilson Blvd.: U.S. driver's license with your photo on it, U.S. passport, or U.S. Government identification. Foreign nationals are required to pre-clear 24 hours in advance by contacting Keisha Findley at [keisha.m.findley@boeing.com](mailto:keisha.m.findley@boeing.com) or 703–465–3680.

Dated: April 24, 2006.

**Douglas R. Spalt,**

*International Communications and Information Policy, Department of State.*

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**BILLING CODE 4710–07–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Cancellation of Environmental Impact Statement for the Dayton International Airport, Dayton, OH

**AGENCY:** Federal Aviation Administration, Department of Transportation.

**ACTION:** Cancellation of Environmental Impact Statement process.

**SUMMARY:** On July 31, 2001, the Federal Aviation Administration (FAA), Great Lakes Region, published in the **Federal Register** a Notice of Intent to prepare an Environmental Impact Statement (EIS) and hold a Public Scoping Meeting at Dayton International Airport (Volume 66, Number 135, FR 36821–36822). The EIS and Public Scoping Meeting were to address proposed runway shifts and extensions to runways 6R/24L and 18/36 at the airport. Three public scoping meetings were held on August 14, 15, and 16, 2001. Additional workshops to discuss purpose and need were held on June 4 and 5, 2002.

On March 20, 2006 the FAA received notification from the Dayton

International Airport that it wished to cancel the EIS. As such, the FAA is hereby canceling the EIS process.

*Point of Contact:* Mr. Brad Davidson, Environmental Protection Specialist, FAA Great Lakes Region, Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, MI 48174 (734) 229–2900.

Issued in Detroit, Michigan, April 13, 2006.

**Irene R. Porter,**

*Manager, Detroit Airport District Office, FAA, Great Lakes Region.*

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**BILLING CODE 4910–13–M**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA–2006–24672]

#### Agency Information Collection Activities; Request for Comments; Changes to a Currently Approved Information Collection for Highway Safety Improvement Programs

**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 for changes to a currently approved information collection titled Highway Safety Improvement Programs, which is summarized below under supplementary Information. FHWA is required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by July 3, 2006.

**ADDRESSES:** You may submit comments identified by DOT DMS Docket Number 2006–24672 to the docket Clerk, via the following methods. Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590; fax comments to 202/493–2251; or submit electronically at <http://dms.dot.gov>. All comments may be examined and copied at the above address from 9 a.m. to 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Kenneth Epstein, 202–366–2157, Office of Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 8:30 a.m. to 5 p.m.,

Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* Highway Safety Improvement Program.

*OMB Control No:* 2125–0025.

*Background:* The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) amended Section 148 of Title 23 U.S.C. to establish a new “core” Highway Safety Improvement Program (HSIP) that provides funds to State Departments of Transportation (DOTs) to improve conditions at hazardous highway locations and hazardous railway-highway grade crossings on all public roads, including those maintained by Federal, State and local agencies. The existing provisions of Title 23 U.S.C. Sections 130, Railway-Highway Crossings Program, and 152, Hazard Elimination Program, as well as implementing regulations in 23 CFR 924, remain in effect. Included in these combined provisions are requirements for State DOTs to annually produce and submit to FHWA by August 31 three reports related to the conduct and effectiveness of their HSIPs, that are to include information on: (a) Progress being made to implement HSIP projects and the effectiveness of these projects in reducing traffic crashes, injuries and fatalities [Sections 148(g) and 152(g)]; (b) progress being made to implement the Railway-Highway Crossings Program and the effectiveness of the projects in that program [Sections 130(g) and 148(g)], which will be used by FHWA to produce and submit biennial reports to Congress required on April 1, beginning April 1, 2006; and, (c) description of at least 5 percent of the State's highway locations exhibiting the most severe safety needs, including an estimate of the potential remedies, their costs, and impediments to their implementation other than cost for each of the locations listed (*i.e.* the “5 percent report”) [Section 148(c)(1)(D)]. To be able to produce these reports, State DOTs must have crash data and analysis systems capable of identifying and determining the relative severity of hazardous highway locations on all public roads, and determining the “before” and “after” crash experiences at HSIP project locations. This information provides FHWA with a means for monitoring the effectiveness of these programs and may be used by Congress for determining the future HSIP program structure and funding levels. Per SAFETEA–LU, State DOTs have much flexibility in the methodology they use to rank the relative severity of their public road locations in terms of