

management measures). 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 FAA effective July 7, 2006.

Approval was granted for all ten of the ten specific program measures. The approved measures include: Encourage noise-attenuating standards in airport development; Amend local comprehensive plans by adopting the Part 150 Noise Compatibility Plan as their noise compatibility elements; Adopt guidelines for discretionary review of development projects; Adopt noise overlay zoning to prohibit development of selected noise-sensitive land uses within the Future (2010) NEM 65+ DNL noise contour; Encourage local jurisdictions not to allow an increase in residential density in the residential or agricultural zoning districts within the Future (2010) NEM 65+ DNL noise contour; Develop and implement a voluntary residential acquisition program within the Future (2010) NEM 65+ noise contour; Initiate a formal study (study only) to evaluate the noise levels at various churches located within the Future (2010) NEM/NCP 65+ DNL noise contour for eligibility for sound insulation (eligibility based on FAA funding criteria); Establish a Noise Abatement Advisory Committee; Establish a pilot/community awareness program; and Update the Noise Exposure Maps and Noise Compatibility Program.

These determinations are set forth in detail in a Record of Approval signed by the Acting Associate Administrator for Airports on July 7, 2006. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the following offices:

Federal Aviation Administration  
Harrisburg Airports District Office, 3905 Hartzdale Drive, Suite 508, Camp Hill, PA 17011 and

Susquehanna Area Regional Airport Authority, Harrisburg International Airport, One Terminal Drive, Suite 300, Middletown, PA 17057.

The Record of Approval also will be available online at <http://www.faa.gov/arp/environmental/14cft150/index14.cfm>.

Issued in Camp Hill, Pennsylvania, July 11, 2006.

**Wayne T. Heibeck,**

Manager, Harrisburg Airports District Office.  
[FR Doc. 06-6424 Filed 7-21-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for Federal Aviation Administration Approval of Airline Operations Specifications To Accommodate Proposed Scheduled Air Service Into Mammoth Yosemite Airport, Mammoth Lakes, CA

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

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement (EIS) and to hold one (1) public scoping meeting and one (1) governmental and public agency scoping meeting for Federal Aviation Administration (FAA) approval of Airline Operations Specifications to accommodate proposed scheduled air service into Mammoth Yosemite Airport (MMH). This notice also serves as formal notice of FAA's termination and withdrawal of its Notice of Intent to Prepare an EIS for the Proposed Expansion of MMH published in Federal Register (FR) Volume 68 Number 214 dated November 5, 2003. The Town of Mammoth Lakes has withdrawn its prior proposal to expand facilities at Mammoth Yosemite Airport and EIS is no longer required.

**SUMMARY:** The FAA is issuing this notice to advise the public that an EIS will be prepared for the proposed approval of Operation Specifications for Horizon Air to provide commercial airline service with regional jets into Mammoth Yosemite Airport, Mammoth Lakes, California utilizing Bombardier DHC-8-402 (Q400). The establishment of scheduled commercial service into Mammoth Yosemite Airport also necessitates a change in the airport's 14 CFR Part 139 Certification from Class IV to Class I.

If the FAA determines the potential environmental impacts of the proposed actions are not significant, FAA may consider, after public notification and agency coordination, completing the NEPA process for this proposal as an Environmental Assessment and issuing a Finding of No Significant Impact and Record of Decision.

To ensure that all significant issues related to the proposed action are identified, one (1) public scoping meeting and one (1) governmental and public agency scoping meeting will be held.

**FOR FURTHER INFORMATION CONTACT:** Camille Garibaldi, Environmental Protection Specialist, San Francisco

Airports District Office, Federal Aviation Administration, Western-Pacific Region, 831 Mitten Road, Room 210, Burlingame, California 94010-1303. Telephone: 650/876-2778 extension 613. Comments on the scope of the EIS should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Daylight Time, on Wednesday, August 30, 2006.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration (FAA), as the lead agency, will prepare an EIS that will disclose the potential environmental impacts of FAA approval of Airline Operations Specifications to accommodate proposed scheduled air service into Mammoth Yosemite Airport (MMH). Horizon Air has provided the FAA with a letter of intent to initiate passenger service into Mammoth Yosemite Airport using the Bombardier DHC 8-402 (Q400). The establishment of scheduled commercial service into Mammoth Yosemite Airport also necessitates a change in the airport's Operating Certificate from Class IV to Class I, pursuant to Title 14, Code of Federal Regulations, Part 139.

The FAA has determined that an EIS is the most appropriate NEPA document at this time. In making this determination, FAA has considered the injunction issued by the U.S. District Court for the Northern District of California for the Town of Mammoth Lake's proposed expansion of the airport, and the resources potentially affected by establishment of scheduled air carrier service.

In November of 2005, the Town of Mammoth Lakes representatives withdrew their proposed runway expansion project to Mammoth Yosemite Airport in favor of a reduced proposal for resumption of scheduled regional air carrier service that would be accommodated within the existing configuration of the airport. As a result of this decision, the FAA has terminated preparation of an EIS for the proposed expansion of Mammoth Yosemite Airport. See FR Volume 68, Number 214. Should FAA identify potential impacts to any resource designated under 49 U.S.C. 303(c) (commonly known as Section 34(f)), the EIS will also serve as FAA's Section 4(f) statement.

Horizon Air is proposing to begin scheduled regional air carrier service using existing facilities at Mammoth Yosemite Airport beginning in December of 2007 with two flights per day from Los Angeles International Airport during the winter season, (December to April). Proposed winter service is projected to increase to a

maximum of eight flights per day by the year 2010. The aviation activity forecasts project the addition of two flights per day during the summer months beginning sometime in 2011. Horizon Air has provided the FAA with a written expression of interest to begin scheduled service utilizing Q-400 aircraft.

The Town of Mammoth Lakes, sponsor for Mammoth Yosemite Airport, holds a Class IV (unscheduled service) certificate pursuant to 14 CFR Part 139. The airport is located approximately five miles east of the Town of Mammoth Lakes and north of U.S. Route 395 in Mono County, California. The airport has one east-west oriented runway (9/27) with a parallel and connecting taxiway system. Runway 9/27 is paved with asphalt and is 7,000 feet long by 100 feet wide. The airport has a field elevation of 7,128-feet above mean sea level. The airport currently accommodates unscheduled air carrier operations and general aviation aircraft operations and provides facilities including aircraft hangars and outdoor tie-downs.

The following Alternatives will be evaluated in the EIS; additional reasonable alternatives may be evaluated in the EIS as a result of the scoping process.

*No Action Alternative:* This alternative consists of no change to Horizon Air operation specifications and no change would occur to the current Part 139 Class IV (unscheduled) certificate status of the airport.

*Proposed Action:* This alternative consists of FAA approval of operation specifications for Horizon Air for scheduled service to Mammoth Yosemite Airport using regional aircraft and approval of a Class I (scheduled service) Part 139 certificate for Mammoth Yosemite Airport. The proposed service would utilize existing Runway 9/27 and existing airport facilities without the construction of new facilities.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues, alternatives and impacts related to the proposed action and the alternatives are addressed and all significant issues are identified. Written comments and suggestions concerning the scope of the EIS may be mailed to the FAA informational contact listed above and must be received no later than 5 p.m., Pacific Daylight Time, on Wednesday, August 30, 2006.

*Public Scoping Meetings:* The FAA will hold one (1) public and one (1) governmental and public agency

scoping meeting to solicit input from the public as well as various Federal, State and local agencies which have jurisdiction by law or have special expertise with respect to any environmental issue associated with the proposed project. A scoping meeting specifically for governmental and public agencies will be held on Thursday, August 24, 2006 from 1:00 p.m. to 4:00 p.m., Pacific Time, at the Minaret Village Shopping Center, Suite Z, Town Council Chambers, 437 Old Mammoth Road, Mammoth Lakes, CA. The public scoping meeting will be held at the same location on Thursday, August 24, 2006, from 5 p.m. to 8 p.m. Pacific Daylight Time.

Issued in Hawthorne, California, on July 17, 2006.

**George Aiken,**

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

[FR Doc. 06-6423 Filed 7-21-06; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[U.S. DOT Docket Number NHTSA-25230]

### Reports, Forms, and Recordkeeping Requirements

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Emergency Federal Register Notice.

**SUMMARY:** The Department of Transportation has submitted the following emergency processing public information collection request to the Office of Management and Budget for review and clearance under the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. Chapter 35). This notice announces that the Information Collection Requested 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. Comments should be directed to the Office of Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

**DATES:** OMB approval has been requested by August 2, 2006.

**FOR FURTHER INFORMATION CONTACT:** Complete copies of each request for collection of information may be obtained at no charge from Kathryn

Henry, NHTSA 400 Seventh Street, SW., Room 5236, NPO-520, Washington, DC 20590. Ms. Kathryn Henry's telephone number is (202) 366-6918. Please identify the relevant collection of information by referring to its OMB Control Number.

### SUPPLEMENTARY INFORMATION:

*Title:* Tombras—NHTSA Segmentation Profiling Questionnaire.

*OMB Control Number:* To Be Assigned.

#### *Affected Public:*

- Individual households.
- Licensed drivers ages 18 to 44 who consume alcohol at a rate of at least four drinks per occasion if the respondent is male or three drinks per occasion if the respondent is female; and who consume alcohol at these rates two or more times per week.

*Form Number:* NHTSA-1014.

*Abstract:* The study will gain a comprehensive understanding of the demographics, lifestyle traits and attitudes about drinking and driving among licensed drivers who are at high risk of driving while impaired. By having this information, NHTSA and its state partners can develop and implement more highly targeted and more effective communication campaigns to deter people from drinking and driving.

*Estimated Annual Burden:* Hours of burden—266.

*Number of Respondents:* Estimated 800.

*Comments are invited on:* Whether the proposed collection of information is 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 estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued on: July 12, 2006.

**Susan Gorcowski,**

*Associate Administrator for the Office of Communications and Consumer Information.*  
[FR Doc. E6-11742 Filed 7-21-06; 8:45 am]

**BILLING CODE 4910-59-P**