

tribal governments; and Federal, State, and local agencies that have jurisdiction by law or have special expertise with respect to any environmental impacts associated with the proposed projects.

The agency scoping meetings will be held in Anchorage, Alaska on March 27th, 2007 and in Kodiak, Alaska on March 28th, 2007. A public scoping meeting will be held in Kodiak, Alaska on March 28th, 2007. Notification of the public scoping meeting will be published on the project Web site (www.kodiakairporteis.com), in the Kodiak Daily Mirror, and in the Anchorage Daily News.

In addition to providing input at the scoping meetings, the agencies and the public may submit written comments via the e-mail address Comments@KodiakAirportEIS.com or the address under, "To Submit Written Comments, Send To." Comments must be submitted by April 9th, 2007.

Issued in Anchorage, Alaska, on February 8, 2007.

Byron K. Huffman,

Manager, Airports Division, AAL-600.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA (Aircraft Certification Service) Information Sharing and Listening Session.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: This notice announces a meeting to discuss various FAA rotorcraft safety initiatives and to gather any relevant information that will help to reduce general aviation rotorcraft accidents.

DATES: The meeting will be on March 3, 2007, 8–11 a.m. EST.

ADDRESSES: The meeting is in conjunction with Heli-Expo at the Orange County Convention Center, Conference Room W222-B, West Building, Orlando, FL.

FOR FURTHER INFORMATION CONTACT: Jorge Castillo, Rotorcraft Standard Staff, ASW-112, 2601 Meacham Boulevard, Fort Worth, TX 76137, telephone (817) 222-5110, or by e-mail at Jorge.R.Castillo@faa.gov.

SUPPLEMENTARY INFORMATION: The meeting is announced pursuant to 49 U.S.C. 40113 and 49 U.S.C. 44701 to take actions the FAA considers necessary in order to enhance safety in

air commerce and the DOT policies and procedures to seek public participation in that process.

This meeting is part of the Rotorcraft Directorate's initiative and supports one of the top safety objectives of the FAA 2006–2010 Flight Plan to reduce the number of fatal accidents in general aviation. At this meeting, we will brief you on some of the FAA's initiatives intended to reduce rotorcraft accidents, including implementation of Automatic Detection Surveillance Broadcast (ADS-B) in the Gulf of Mexico and the use of Night Vision Imaging Systems (NVIS). You will have an opportunity to propose safety-enhancing recommendations and to recommend how the FAA should implement strategies that will help reduce rotorcraft accidents. Attendance is open to all interested persons but will be limited to the space available.

Issued in Fort Worth, Texas, on January 31, 2007.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement; Dodge and Steele Counties, MN

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement (EIS) will be prepared for proposed highway improvements to United States Highway 14 (Highway 14) from the existing four-lane bypass of Dodge Center to the intersection of Highway 14 and Interstate 35 (I-35) in Owatonna, a distance of approximately 19 miles, in Dodge and Steele Counties, Minnesota.

FOR FURTHER INFORMATION CONTACT: Cheryl Martin, Federal Highway Administration, Galtier Plaza, 380 Jackson Street, Suite 500, St. Paul, Minnesota 55101, Telephone (651) 291-6120; or Richard Augustin, Project Manager, Minnesota Department of Transportation—District 6, 2900 48th Street, NW., Rochester, Minnesota 55901, Telephone (507) 280-5092; (800) 627-3529 TTY.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Minnesota Department of Transportation (Mn/DOT), will prepare

an EIS on a proposal to reconstruct Highway 14 from the existing four-lane bypass of Dodge Center, Dodge County, to the intersection of Highway 14 and I-35 in Owatonna, Steele County, Minnesota, a distance of approximately 19 miles. The proposed action is being considered to address future transportation demand and safety problems and to enhance system continuity.

This segment of Highway 14 was previously included in an EIS process, which addressed a broader 24-mile segment of Highway 14 from Owatonna to Kasson. The Draft EIS for the Owatonna to Kasson project was approved in October 1991 and the Final EIS was approved in August 1993. The 1993 Final EIS defined two project segments. The first was an extension of the four-lane, divided expressway from Kasson to the west side of Dodge Center at Highway 56 (including the Dodge Center bypass). At the time of the EIS, this project was programmed for construction in 1994. The second segment involved extending the four lanes from Highway 56 to Highway 218 in Owatonna. This segment was not programmed for construction when the EIS was completed. Since the 1993 Final EIS, the Kasson to Dodge Center segment has been constructed as a four-lane highway, including a freeway design bypass of Dodge Center. The "1993 preferred alternative" for the segment between Dodge Center and Owatonna has not been constructed. With the completion of the Dodge Center to Kasson segment, and the imminent completion of the Highway 14 improvements west of I-35, a process was started to re-evaluate the 1993 EIS conclusions regarding the Owatonna to Dodge Center segment. This segment continues to increase in priority given traffic growth, safety concerns, and the logic of completing the last segment of Highway 14 between Mankato and Rochester to be expanded to a four-lane highway. Based on a review of the 1993 EIS and the changes in transportation needs that have taken place since 1993, it was concluded that a new EIS for the Owatonna to Dodge Center segment should be completed for the following reasons:

- The vision for Highway 14 has changed to a controlled access freeway design, as opposed to the expressway design determined by the 1993 EIS, due to overall traffic growth, safety concerns, access spacing issues, driver expectation and increased truck traffic and,
- The previously identified preferred alternative of expanding on the