

Dated: April 7, 2006.

Judith L. Osborn,

Attorney-Adviser, Office of United Nations Affairs, Office of the Legal Adviser, Executive Director, Advisory Committee on International Law, Department of State.

[FR Doc. E6-5581 Filed 4-13-06; 8:45 am]

BILLING CODE 4710-08-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Proposed Cancellation of the Air Taxi Authority of Aero Leasings, Inc. D/B/A Air Florida Airlines

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 2006-4-7), Docket OST-2001-9214.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding that Aero Leasings, Inc. d/b/a Air Florida Airlines lacks the compliance disposition to hold part 298 exemption authority (2) proposing to cancel its part 298 exemption authority.

DATES: Persons wishing to file objections should do so no later than April 24, 2006.

ADDRESSES: Objections and answers to objections should be filed in Docket OST-2001-9214 and addressed to U.S. Department of Transportation, Docket Operations, (M-30, Room PL-401), 400 Seventh Street, SW., Washington, DC 20590, and should be served upon the parties listed in Attachment A to the order.

FOR FURTHER INFORMATION CONTACT: Mr. Damon D. Walker, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-7785.

Dated: April 10, 2006.

Michael W. Reynolds,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. E6-5552 Filed 4-13-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Grant, Hardy, Hampshire, and Mineral Counties in WV; and, Allegany County, MD

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that a Tier I Environmental Impact Statement (EIS) will be prepared to review improvements in the existing transportation system between Interstate 68 in Western Maryland and Appalachian Corridor H in the West Virginia Potomac Highlands. The study area generally parallels the existing U.S. 220 highway corridor.

FOR FURTHER INFORMATION CONTACT:

Henry E. Compton, Division Environmental Coordinator, Federal Highway Administration, West Virginia Division, Geary Plaza, Suite 200, 700 Washington Street East, Charleston, West Virginia 25301, Telephone: (304) 347-5268.

SUPPLEMENTARY INFORMATION: In July 2001, the *North South Appalachia Corridor Study* was completed by the states of Maryland, Pennsylvania, and West Virginia. The study concluded that the U.S. Route 220 corridor south from Interstate 68 connecting to Appalachian Corridor H in eastern West Virginia provided great potential for benefiting Appalachian economic development. The purpose of this EIS is to review options for a new or improved highway between these termini as part of the National Highway System. The proposed corridor improvements will serve to improve the existing transportation system by providing an upgraded north-south road in order to resolve existing transportation deficiencies and to enhance regional commerce for areas residents, businesses, and visitors. It will also service interstate north-south travel movements and support other economic development efforts throughout the Appalachian regions of Maryland, West Virginia, Pennsylvania, and Virginia. The EIS will be prepared by the West Virginia Department of Transportation, Division of Highways in cooperation with the Maryland State Highway Administration for the Federal Highway Administration (FHWA) to fulfill the requirements established in the National Environmental Policy Act in conformance with current FHWA regulations and guidance materials. The EIS will be prepared as a Tiered document. The tiered process will provide a systematic approach for advancing the best transportation improvements in the most cost-effective manner. The analyses undertaken during Tier I will lead to the identification of the most practical corridor for carrying out transportation improvements. A Record of Decision

will be prepared at the conclusion of the Tier I EIS process to identify the option that best meets the identified transportation need. Subsequently, if more detailed study of a particular option or corridor is required, further environmental analyses will be undertaken. The scope of future environmental studies will be commensurate with the proposed action and potential environmental consequences.

Alternates under consideration in the EIS will be: (1) The no action alternative, (2) build corridors identified in the *North South Appalachia Corridor Study*, and (3) alternatives identified based on discussions with the resource agencies and the public during the environmental scoping process.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have expressed or are known to have an interest in this proposal. Public and resource agency meetings are currently being scheduled for the spring of 2006. Meeting notifications will be made to the public, resource agencies and the public in accordance with the approved public involvement procedures for each state. At this time, it is anticipated meetings will be held in Cumberland, Maryland and Keyser and Moorefield, West Virginia.

To ensure the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: March 31, 2006.

Henry E. Compton,

Environmental Coordinator, Charleston, West Virginia.

[FR Doc. 06-3576 Filed 4-13-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

TIFIA Program Public Meeting

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of public meeting.

SUMMARY: The DOT seeks views on regulatory implementation of changes made by SAFETEA-LU to the TIFIA statute. All interested persons are invited to offer views at two public meetings.

DATES: The first public meeting will be held on April 21, 2006, in San Francisco, CA, beginning at 9 a.m. The second public meeting will be held on April 25, 2006, in New York, NY, beginning at 1 p.m.

ADDRESSES: The first public meeting will be held at the Omni San Francisco Hotel, 500 California Street, San Francisco, CA 94104. The second public meeting will be held at the Marriott Financial Center, 85 West Street, New York, NY 10006.

FOR FURTHER INFORMATION CONTACT: Robert Clarke Brown, (202) 366-6813, Robert.C.Brown@fhwa.dot.gov; Mark Sullivan, (202) 366-5785, Mark.Sullivan@fhwa.dot.gov. TIFIA Joint Program Office, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:**Background**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144), enacted in 2005, made certain changes to the Transportation Infrastructure Finance and Innovation Act (TIFIA), originally established in 1998 by the Transportation Equity Act for the 21st Century (TEA-21). The Department of Transportation is beginning a rulemaking to implement those 2005 statutory changes, as well as to make other changes to the current TIFIA rule. The DOT plans to publish a notice of proposed rulemaking later this year. Prior to publication of the proposed rule, the DOT seeks information and views from the public that might assist it in developing the proposed rule.

Public Meetings

The DOT invites participation in these meetings by all those interested in the TIFIA program, including but not limited to public officials, private citizens, bankers, financial advisors, attorneys, and officials of rating agencies, bond insurers, project developers and engineering and construction companies. Views on all aspects of TIFIA regulatory implementation, both changes required by the 2005 SAFETEA-LU amendments and recommended or needed changes to

the existing rule, are welcome. Meeting proceedings will be recorded. Written submissions are welcome, although not required for participation. The DOT is particularly interested in comments pertaining to the changes SAFETEA-LU made in the TIFIA statute.

The DOT expects each meeting to last approximately three hours. No pre-registration is required for participation.

Issued on: April 10, 2006.

A. Thomas Park,
Chief Financial Officer.

[FR Doc. E6-5594 Filed 4-13-06; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Motor Carrier Safety Administration**

[Docket No. FMCSA-2005-23238]

Qualification of Drivers; Exemption Applications; Vision

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice of final disposition.

SUMMARY: FMCSA announces its decision to exempt 14 individuals from the vision requirement in the Federal Motor Carrier Safety Regulations (FMCSR). The exemptions will enable these individuals to operate commercial motor vehicles (CMVs) in interstate commerce without meeting the vision standard prescribed in 49 CFR 391.41(b)(10). The Agency has concluded that granting these exemptions will provide a level of safety that is equivalent to, or greater than, the level of safety maintained without the exemptions for these CMV drivers.

DATES: The exemptions are effective April 14, 2006.

FOR FURTHER INFORMATION CONTACT: Dr. Mary D. Gunnels, Chief, Physical Qualifications Division, (202) 366-4001, maggi.gunnels@fmcsa.dot.gov, FMCSA, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001. Office hours are from 8 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:**Electronic Access**

You may see all the comments online through the Document Management System (DMS) at <http://dmses.dot.gov>.

Background

On January 31, 2006, FMCSA published a Notice of receipt of exemption applications from 14 individuals, and requested comments

from the public (71 FR 5105). The 14 individuals petitioned FMCSA for exemptions from the vision requirement in 49 CFR 391.41(b)(10), which applies to drivers of CMVs in interstate commerce. They are: Nick D. Bacon, Donald G. Bostic, Jr., Johnny W. Bradford, Aaron C. Buck, James C. Davis, James H. Eldridge, Jr., Michael G. Gould, Albert L. Gschwind, Bruce A. Homan, Matthew J. Konecki, Rick P. Moreno, Roy J. Oltman, Monte L. Purciful, and Bernard J. Wood.

Under 49 U.S.C. 31315 and 31316(e), FMCSA may grant an exemption for a 2-year period if it finds "such exemption would likely achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent such exemption." The statute also allows the Agency to renew exemptions at the end of the 2-year period. Accordingly, FMCSA has evaluated the 14 applications on their merits and made a determination to grant exemptions to all of them. The comment period closed on March 2, 2006. Three comments were received, and fully considered by FMCSA in reaching the final decision to grant the exemptions.

Vision and Driving Experience of the Applicants

The vision requirement in the FMCSR provides:

A person is physically qualified to drive a commercial motor vehicle if that person has distant visual acuity of at least 20/40 (Snellen) in each eye without corrective lenses or visual acuity separately corrected to 20/40 (Snellen) or better with corrective lenses, distant binocular acuity of at least 20/40 (Snellen) in both eyes with or without corrective lenses, field of vision of at least 70° in the horizontal meridian in each eye, and the ability to recognize the colors of traffic signals and devices showing standard red, green, and amber (49 CFR 391.41(b)(10)).

Since 1992, the Agency has undertaken studies to determine if this vision standard should be amended. The final report from our medical panel recommends changing the field of vision standard from 70 to 120 degrees, while leaving the visual acuity standard unchanged. (See Frank C. Berson, M.D., Mark C. Kuperwaser, M.D., Lloyd Pual Aiello, M.D., and James W. Rosenberg, M.D., "Visual Requirements and Commercial Drivers," October 16, 1998, filed in the docket, FMCSA-98-4334). The panel's conclusion supports the Agency's view that the present visual acuity standard is reasonable and necessary as a general standard to ensure highway safety. FMCSA also