

- WG5 Overall Document and Process—Colson Board Room.
 - WG6 PED Spurious Emissions Recommendation—Location TBD.
 - Sub Group on PED Statistical analysis and Characterization—Small Conference Room.
 - Sub Group on IPL Test—Location TBD.
 - Sub Group on Certification Aspect—Garmin Room.
 - August 9:
 - Starting at 8 a.m.—Colson Board Room.
 - Working Group Sessions.
 - Working Group 5 Overall DO—YYY Document—Colson Board Room.
 - Sub Group on PED statistical analysis and characterization—Small Conference Room.
 - Sub Group on IPL Test—Location TBD.
 - Sub Group on Certification Aspects—Garmin Room.
 - Starting at 10 a.m.—Colson Board Room.
 - Chairmen's Day 2 Opening Remarks and Process Check.
 - *Final Overall Working Group Report will cover the following:*
 - FRAC Comment disposition status.
 - TOR compliance assessment.
 - Plan for closure of any open issues.
 - Working Group 5 Airplane Design and Certification Guidance recommendation for FRAC.
 - Working Group 6 PED Spurious Emissions Recommendations (reporting on plan for completion of recommendations coordination and implementation).
 - *Plenary Consensus:*
 - Recommendation to publish final update DO—YYY.
 - Understanding of how open items will be completed.
 - WG6 plan to coordinate and implement PED Spurious Emissions Recommendations.
 - Closing Session (Other Business, Confirm Date and purpose of Upcoming Meetings).
 - Twentieth Plenary (tbd)—CEA/SC—202 Consensus Recommendations for implementation of SC—202 recommendations.
 - Adjourn to Break-out sessions for Working Groups if required and time permits.
 - August 10:
 - Working Group 5 and Sub Groups' Action Items and Coordination.
 - Groups complete action items, as required—Colson Board Room.
 - Divide up into other rooms for sub groups as required.
- Attendance is open to the interested public but limited to space availability. With the approval of the chairmen,

members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on July 6, 2007.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 07–3444 Filed 7–13–07; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Albany County, NY

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 will be prepared for the proposed Interstate 87 (I–87) Exit 3, Airport Connector project in Albany County, New York.

FOR FURTHER INFORMATION CONTACT:

Richard Frederick, P.E., Acting Regional Director, New York State Department of Transportation, Region One, 328 State Street, Schenectady, New York 12305, Telephone: (518) 388–0388; or Robert Arnold, Division Administrator, Federal Highway Administration, New York Division, Leo W. O'Brien Federal Building, 7th Floor, Clinton Avenue and North Pearl Street, Albany, New York 12207, Telephone: (518) 431–4127.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the New York State Department of Transportation (NYSDOT) will prepare an environmental impact statement (EIS) on a proposal to improve access between Interstate 87 (I–87), Wolf Road, and the Albany International Airport in Albany County, New York. The proposed improvement may involve the construction of a new interchange (Exit 3) on I–87. The primary goals of this project are to improve access between I–87, Wolf Road, and the Albany International Airport without precluding future, long-term I–87 mainline improvements while also improving operations and safety in the existing Exit 4 area.

Three alternatives are under consideration: The No Build Alternative, Upgrade Existing Exit 4 Alternative, and Construct a New Interchange (Exit 3) Alternative. Various

ramp locations, grades and alignments and intersection improvements will be studied for the build alternatives. Each of the alternatives under consideration would provide pedestrian/bicyclist facilities to connect the existing sidewalks along Wolf Road and the multi-use path along Albany-Shaker Road. Each alternative will also replace the existing I–87 bridges over Albany-Shaker Road.

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 previously expressed interest in this proposal. Public information meetings and a public hearing will be held. Public notice will be given of the time and place of the meetings and hearings. The draft EIS will be available for public and agency review and comment. A formal NEPA scoping meeting will be held.

To ensure that 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 and the EIS should be directed to the NYSDOT or FHWA at the addresses provided above.

(Catalog or 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 the program.)

Authority: 23 U.S.C. 315; U.S.C. 771.123.

Issued on: July 10, 2007.

Amy Jackson-Grove,

Assistant Division Administrator, Federal Highway Administration, Albany, New York.

[FR Doc. 07–3461 Filed 7–13–07; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA Docket No. NHTSA–2007–28680]

Meeting on the Use of Alcohol Ignition Interlocks for Reducing Impaired Driving Recidivism

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Notice of Ignition Interlock Meeting.

SUMMARY: This notice announces a meeting regarding the use of ignition interlocks for convicted impaired driving offenders. The purpose of this meeting is to provide an opportunity for

judges, court personnel, treatment professionals and others to discuss issues relating to the use of ignition interlocks by impaired driving offenders, including but not limited to: (1) Technological issues; (2) legal issues; (3) current barriers to the use of ignition interlocks and (4) issues relating to training and education.

DATES: The meeting is scheduled for August 22, 2007, from 8:30 a.m. until 4:30 p.m.

ADDRESSES: The meeting will be held at the Grand Hyatt Hotel at 1000 H Street, NW., in Washington, DC 20001.

FOR FURTHER INFORMATION CONTACT: Dr. Jeff Michael, Director of the Office of Impaired Driving and Occupant Protection, 202-366-4299 (jeff.michael@dot.gov), NHTSA, NTI-110, 1200 New Jersey Avenue, SE., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

Background

Alcohol ignition interlock devices have been used for over 20 years by criminal justice systems for some individuals convicted of driving while impaired by alcohol (DWI). Nearly every State and the District of Columbia allow or require alcohol interlocks. Ignition interlocks have been shown to reduce DWI recidivism by about 65 percent when installed on offenders' vehicles.

Despite their benefits, a number of practical barriers to utilization of ignition interlocks have been identified, and only a small proportion of offenders who are eligible for interlocks are now using the devices. Law enforcement officials make approximately 1.4 million impaired driving arrests each year and while the number of convictions is somewhat less and the number of repeat offenders yet lower, the approximately 100,000 ignition interlocks that are in use at any one time are a small fraction of the number that could be in service.

Factors that limit the use of ignition interlocks include:

- Absence of statutory language authorizing (or requiring) use of ignition interlocks;
- Lack of knowledge and the latest information about ignition interlocks and interlock programs by judges and other court personnel;
- Concerns about the reliability and integrity of ignition interlocks;
- Concerns about cost, particularly among offenders without financial means;
- Concerns about the lack of availability of ignition interlocks and service providers in certain parts of the country, especially rural areas.

NHTSA is interested in examining the benefits of expanded ignition interlock

use as a means to further reduce deaths and injuries from impaired driving. In the 1980's and early 1990's, there was a steep decline in the number of alcohol related traffic fatalities. However in the past decade, there have been only very modest improvements. The Agency is working closely with State highway safety offices and other traffic safety and professional organizations to implement several priority strategies for reducing impaired driving including high visibility law enforcement and improvements to prosecution and court processes. NHTSA believes that expanded use of ignition interlocks is a promising complement to these program strategies.

NHTSA conducts research and evaluation to support utilization of ignition interlocks as part of a comprehensive impaired driving program. The Agency is also participating in the Campaign to Eliminate Drunk Driving, an initiative launched in November 2006 with support from a broad range of national organizations and Federal agencies, including Mothers Against Drunk Driving, the International Association of Chiefs of Police, the Governors Highway Safety Association, the Insurance Institute for Highway Safety, the Alliance of Automobile Manufacturers, The Century Council, and others. The Campaign focuses attention on several key strategies including ignition interlocks:

- High visibility enforcement, including use of sobriety checkpoints.
- Increased use of ignition interlocks for impaired driving offenders.
- Establishment of a Blue Ribbon Panel to research and develop advanced impairment detection technology.
- Grassroots support for these efforts.

This meeting will build on current and past efforts by reviewing progress, identifying barriers and discussing strategies for expanding utilization of ignition interlocks. The meeting is open to the public to the extent that seating capacity allows.

Brian McLaughlin,

Senior Associate Administrator for Traffic Injury Control, National Highway Traffic Safety Administration.

[FR Doc. E7-13729 Filed 7-13-07; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF THE TREASURY

Office of the Secretary

Notice of Call for Redemption of 10-³/₈ Percent Treasury Bonds of 2007-12

AGENCY: Department of the Treasury.

ACTION: Notice.

SUMMARY: As of July 13, 2007, the Secretary of the Treasury gives public notice that all outstanding 10-³/₈ percent Treasury Bonds of 2007-12 (CUSIP No. 912810 DB 1) dated November 15, 1982, due November 15, 2012, are called for redemption at par on November 15, 2007, on which date interest on such bonds will cease.

DATES: Treasury calls such bonds for redemption on November 15, 2007.

FOR FURTHER INFORMATION CONTACT: Definitives Section, Customer Service Branch 3, Office of Retail Securities, Bureau of the Public Debt, (304) 480-7711.

SUPPLEMENTARY INFORMATION:

1. *Bonds Held in Registered Form.*
Owners of such bonds held in registered form should mail bonds for redemption directly to: Bureau of the Public Debt, Definitives Section, Customer Service Branch 3, P.O. Box 426, Parkersburg, WV 26106-0426. Owners of such bonds will find further information regarding how owners must present and surrender such bonds for redemption under this call, in Department of Treasury Circular No. 300 dated March 4, 1973, as amended (31 CFR part 306); by contacting the Definitives Section, Customer Service Branch 3, Office of Retail Securities, Bureau of the Public Debt, telephone number (304) 480-7711; and by going to the Bureau of the Public Debt's Web site, <http://www.treasurydirect.gov>.

2. *Bonds Held in Book-Entry Form.*
Treasury automatically will make redemption payments for such bonds held in book-entry form, whether on the books of the Federal Reserve Banks or in Treasury Direct accounts, on November 15, 2007.

Kenneth E. Carfine,

Fiscal Assistant Secretary.

[FR Doc. 07-3422 Filed 7-13-07; 8:45 am]

BILLING CODE 4810-40-M

DEPARTMENT OF THE TREASURY

Departmental Offices; Debt Management Advisory Committee Meeting

Notice is hereby given, pursuant to 5 U.S.C. App. 2, § 10(a)(2), that a meeting will be held at the Hay-Adams Hotel, 16th Street and Pennsylvania Avenue, NW., Washington, DC, on July 31, 2007 at 11:30 a.m. of the following debt management advisory committee: Treasury Borrowing Advisory Committee of The Securities Industry and Financial Markets Association.