

approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA regional office in Fort Worth, Texas.

The city of McKinney submitted to FAA on October 3, 2005, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from April 2003 through October 2005. The Collin County Regional Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on November 1, 2005. Notice of this determination was published in the **Federal Register** on November 14, 2005.

The Collin County Regional Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on November 1, 2005, and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained twenty-one (21) proposed actions for noise mitigation on and off the airport. 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, therefore, was approved by the FAA effective April 28, 2006.

Outright approval was granted for thirteen (13) of the specific program elements. Three (3) elements were disapproved, four (4) elements were disapproved pending submittal of additional information, and one (1) element required no action. Disapproved elements include a recommendation to remove runway end signs (element 1b), a recommendation to include selected alternatives for study

in National Environmental Policy Act (NEPA) documents (element 1c), and a recommendation addressing jet aircraft visual arrivals to runway 35 (elements 3). The elements did not meet Part 150 approval criteria of reducing non-compatible land uses exposed to 65 DNL. Element 3 was additionally disapproved because of its potential to create unsafe aircraft operating conditions. Elements disapproved pending submittal of additional information include establishment of departure procedures for aircraft departing runway 35 (element 2), establishment of noise abatement procedures for jet departures to the south (element 4), designation of engine run-up locations (element 8a), and restrictions to hours in which aircraft engine maintenance run-ups may be performed (element 8b). Supporting information, for each of the four elements, is required to quantify effects on non-compatible land uses and demonstrate potential benefits. Approved measures include recommendations for helicopter operations near the airport (two elements, approved as voluntary); continuance of flight training predominantly east of the airport (approved as voluntary); and fixed-wing training aircraft maintain current patterns east of the airport (approved as voluntary). Additionally nine (9) measure contained in the Future Noise Abatement/Land Use Control Recommendations were approved. These determinations are set forth in detail in a Record of Approval signed by the Acting Associate Administrator for Airports, ARP-1, on April 28, 2006. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the Collin County Regional Airport. The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in Fort Worth, Texas, May 11, 2006.

**Kelvin L. Solco,**

*Manager, Airports Division.*

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**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Supplemental Notice of Availability of the Final Environmental Impact Statement Containing a DOT Section 4(f)/303(c) Evaluation for a Proposed Replacement Airport for the City of St. George, UT**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Supplemental Notice of Availability.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing a supplemental Supplement Notice of Availability of the Final Environmental Impact Statement containing a DOT Section 4(f)/303(c) evaluation for a Proposed Replacement Airport for the City of St. George, Utah, published on May 12, 2006 (Volume 71 FR 277770). This supplemental notice is to advise the public that additional copies of the Final Environmental Impact Statement (FEIS) for the proposed replacement airport for the City of St. George, Utah, have been made available for public review at six additional locations. Other than the addition of the six locations for public review, all other information in the original notice remains the same, including the public review period, which begins May 19, 2006. The FAA will accept comments on new and/or revised/updated information and analyses disclosed in Appendices T through Y and in Chapter 6, section 6.4, Air Quality, until 5 p.m. Pacific Daylight Time, Monday, July 3, 2006, at the address listed in the section entitled **FOR FURTHER INFORMATION CONTACT.**

**FOR FURTHER INFORMATION CONTACT:** Mr. T.J. Stetz, Regional Environmental Protection Specialist, Federal Aviation Administration, Northwest Mountain Region, Airports Division, 1601 Lind Avenue, SW., Suite 315, Renton, Washington 98055-4056; telephone: (425) 227-2611; fax: (425) 227-1600; and e-mail: [TJ.Stetz@faa.gov](mailto:TJ.Stetz@faa.gov).

**Public Availability:** The additional six FEIS copies may be viewed during regular business hours at the following locations:

1. Salt Lake City—Main Library, 210 E 400 S., Salt Lake City, UT 84111.
2. Kanab City Library—374 N. Main Street, Kanab, Utah 84741.
3. Zion National Park Headquarters—Springdale, UT 84767-1099.
4. Las Vegas—Main Branch, 2300 Civic Center Drive, North Las Vegas, NV 89030.
5. Los Angeles County Library—Main Branch, 12700 Grevillea Avenue, Hawthorne, CA 90250.

6. Flagstaff Coconino County—Main Library, 300 W. Aspen Avenue, Flagstaff, AZ 86001.

An electronic copy of the FEIS also will be available as of May 19, 2006, on the project Web site. It can be accessed at: <http://www.airportsites.net/squ-eis>.

Issued in Renton, Washington, on May 16, 2006.

**Lowell H. Johnson,**

*Manager, Airports Division, Northwest Mountain Region.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent to Prepare an Environmental Impact Statement for Major Transit Improvements in the University Corridor of Metropolitan Houston, TX

**AGENCY:** Federal Transit Administration (FTA), Department of Transportation (DOT).

**ACTION:** Notice of Intent to prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA) and the Metropolitan Transit Authority of Harris County (METRO) intend to prepare an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA), to evaluate proposed public transportation improvements in the Houston metropolitan area. The area being studied, known as the University Corridor, extends approximately ten miles from the vicinity of the University of Houston—Central Campus to the Uptown/Galleria area in southwest Houston. METRO is proposing to construct an electric-powered light rail transit line on one of several possible alignments in the corridor. The EIS will examine and evaluate a number of transit alternatives including a Transportation Systems Management Alternative and various Build Alternatives, consisting of light rail vehicles powered from overhead wires, by an internal diesel-electric system, or by an alternative fuel hybrid-electric system and alignment options within the corridor; and any additional alternatives generated by the scoping process. The location and design of needed ancillary facilities, such as maintenance facilities, will also be considered. Scoping of the EIS will be accomplished through a series of public meetings and stakeholder meetings, through correspondence with interested persons, organizations, and Federal,

State, and local agencies, and through posting a scoping information packet on the internet and distributing the packet in hardcopy upon request.

**DATES:** *Comment Due Date:* Written comments on the scope of the EIS, including the purpose and need for transit improvements in the corridor, the alternatives to be studied, and the environmental and community impacts to be considered should be sent to the Metropolitan Transit Authority of Harris County at the address under **ADDRESSES** below no later than July 14, 2006.

*Scoping Meeting Dates:* Public scoping meetings to discuss the scope of the EIS will be held on June 27, 2006 and June 29, 2006. See **ADDRESSES** below for meeting times and locations. Formal presentations of the proposed scope of the study will be made at the meetings, and will be followed by an opportunity for the public to comment on the purpose and need, alternatives to be evaluated, and environmental and community impact issues to be assessed. METRO staff will be available for informal questions and comments throughout the meeting. Scoping information material will be available at the meetings and may also be obtained in advance of the meeting by contacting METRO at the address or e-mail identified in **ADDRESSES** below. The scoping information will also be available on the project Web site at <http://www.metro-solutions.org/go/doc/1068/112145/>. Oral or written comments may be given at the scoping meetings. A court reporter will be present at the meetings to record oral comments. Any person who requires language interpretation or communication accommodations is encouraged to contact Karen Marshall at METRO at (713) 739-4980 or by 2-mail at [METROSolutions-University@ridemetro.org](mailto:METROSolutions-University@ridemetro.org) at least 72 hours prior to the scoping meetings. Every reasonable effort will be made to meet special needs. The location for the meetings will be accessible to persons with disabilities. A scoping meeting for the public agencies invited to serve as participating agencies in the EIS study will be organized later through direct mailouts or telephone invitations.

**ADDRESSES:** Written comments on the scope of the EIS should be sent to the following address by July 14, 2006: Rhonda Boyer, 1900 Main St., P.O. Box 61429, Houston, Texas 77208-1429, [METROSolutions-University@ridemetro.org](mailto:METROSolutions-University@ridemetro.org).

The public scoping meetings will be held at the following locations and times:

1. Third Ward Multi-Service Center, Tuesday, June 27, 2006, 4 p.m. to 7 p.m. at 3611 Ennis, Houston, Texas 77004.

2. San Jacinto Girl Scout Headquarters, Thursday June 29, 2006, 4 p.m. to 7 p.m. at 3110 S.W. Freeway, Houston, Texas 77098.

**FOR FURTHER INFORMATION CONTACT:** John Sweek, Community Planner, FTA, Region VI, 819 Taylor Street, Ft. Worth, Texas 76102, Telephone (817) 978-0550.

#### SUPPLEMENTARY INFORMATION:

##### I. Scoping

METRO and FTA invite all interested individuals and organizations, and Federal, State, regional, and local agencies to participate in defining the purpose and need for transit action in the University Corridor, in developing alternatives to be evaluated to meet that purpose and need, and in identifying any social, economic and environmental issues related to the alternatives. During the scoping process, comments should focus on refining the purpose and need statement, developing alternatives to meet the purpose and need that have comparable or lower cost and less adverse impact, and identifying specific social, economic, or environmental impacts to be evaluated.

##### II. Purpose and Need

The University Corridor study area is defined as beginning at the University of Houston—Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, the Uptown/Galleria, the University of Houston—Central Campus, the Texas Southern University, and the St. Thomas University areas. Portions of the alignment are densely developed. New development and redevelopment is occurring along the corridor and is expected to generate increases in travel demand.

A key component of the University Corridor is the regional connectivity the transit line will offer. A number of travel destinations are located along the corridor. The alignment will provide a transfer opportunity at the Wheeler Station providing a direct connection to the existing Main Street LRT line, which provides service to Downtown, Midtown, the Museum District and the Texas Medical Center. A transfer opportunity to the proposed Southeast Corridor BRT project will also be provided at Scott Street.