

LU-11. Voluntary Soundproofing Program

Soundproof residences and public uses buildings on a voluntary basis (where it is cost effective and technically feasible) and it is recommended that in exchange for the property owner executing a noise and avigation easement. Soundproofing program would be based on 2002 NEM until activity meets 2007 N7EM forecasts (map dates represent years 2006 and 2011 respectively per sponsor letter dated 03/21/06). The incompatible areas (including 18 private residences and a commercial day care center) within the 2002 NEM 65 DNL contour should be considered for participation in a federally funded, voluntary soundproofing program. It is recommended that in exchange for soundproofing that the property owner execute a noise and avigation easement. This easement could also be signed in lieu of having improvements made to the home or building on the property. Executing an avigation easement would not be a mandatory requirement of the soundproofing program. A homeowner eligible for the program (within the DNL noise contour) would be permitted to sell a noise and avigation easement to the Airport Sponsor instead of participating in sound attenuation, should they choose not to participate or if their residence does not qualify for participation in the program. (NCP, pages 58–63, and 88–89; and, Figures 8–4, and 8–5.)

FAA Action: Approved. The voluntary sound insulation within the DNL 65 dB noise contour is approved. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding. This includes a determination of which NEM applies at the time of grant application, and evidence the day care manager holds good title to the building proposed for sound attenuation. Provisions will be included in the scope of work to allow eligible homeowners to sell an easement to the airport sponsor should they not choose sound insulation program or if their residence does not qualify. The FAA's policy is that no structures built after October 1, 1998, are eligible for Federal funding for remedial mitigation (see FAA policy at 63 FR 16409).

LU-12 Noise and Avigation Easement Purchase

It is recommended that the Airport undertake the acquisition of avigation easements in the 2007 noise impact area

as a secondary measure to provide those property owners who may not qualify or opt to not participate in the soundproofing program with an option as well as providing the airport with the protection afforded by the easement with non-suit covenant. (NCP, pages 63–64, and 89.)

FAA Action: Approved. This approval is limited to potential noncompatible land uses within the DNL 65 dB higher noise contours. *Disapproved for purposes of Part 150 with respect to Airport Improvement Program (AIP) Funding outside the DN7L 65 dB noise contour.* Section 189 of Public Law 108–176, Vision 100-Century of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that require AIP funding to mitigate aircraft noise outside DNL 65 dB—(through Fiscal Year 2007). Section 189 does not preclude the use of airport revenue outside DNL 65 dB. Mitigation within the 2007 NEM 65 dB noise contour area is subject to a showing the NEMs are applicable at the time of grant application. Provisions will be included in the scope of work to allow any homeowner eligible for the program to sell a noise and avigation easement to the Airport Sponsor should they choose not to participate in the sound insulation program or their residence does not qualify for participation in the program. Also, the FAA's policy is that no structures built after October 1, 1998 are eligible for Federal funding for remedial mitigation (see FAA policy at 63 FR 16409).

These determinations are set forth in detail in a Record of Approval signed by the FAA on September 18, 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 office of the Richland-Lexington Airport District. The Record of Approval also will be available on-line at: http://www.faa.gov/airports_airtraffic/airports/environmental/airport_noise/part_150/states/.

Issued in Atlanta, Georgia on October 25, 2006.

Scott Seritt,

Manager, Atlanta Airports District Office.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Availability of Draft Advisory Circulars, Other Policy Documents and Proposed Technical Standard Orders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: This is a recurring Notice of Availability, and request for comments, on draft advisory circulars (ACs), other policy documents, and proposed technical standard orders (TSOs) currently offered by Aviation Safety.

SUMMARY: The FAA's Aviation Safety, an organization responsible for the certification, production approval, and continued airworthiness of aircraft, and certification of pilots, mechanics, and others in safety related positions, publishes proposed non-regulatory documents that are available for public comment on the Internet at http://www.faa.gov/aircraft/draft_docs/.

DATES: We must receive comments on or before the due date for each document as specified on the Web site.

ADDRESSES: Send comments on proposed documents to the Federal Aviation Administration at the address specified on the Web site for the document being commented on, to the attention of the individual and office identified as point of contact for the document.

FOR FURTHER INFORMATION CONTACT: See the individual or FAA office identified on the Web site for the specified document.

SUPPLEMENTARY INFORMATION: Final advisory circulars, other policy documents, and technical standard orders (TSOs) are available on FAA's Web site, including final documents published by the Aircraft Certification Service on FAA's Regulatory and Guidance Library (RGL) at <http://www.airweb.faa.gov/rgl>.

Comments Invited

When commenting on draft ACs, other policy documents or proposed TSOs, you should identify the document by its number. The Aviation Safety organization will consider all comments received on or before the closing date before issuing a final document. You can obtain a paper copy of the draft document or proposed TSO by contacting the individual or FAA office responsible for the document as identified on the Web site. You will find the draft ACs, other policy documents and proposed TSOs on the "Aviation Safety Draft Documents Open for

Comment'' Web site at http://www.faa.gov/aircraft/draft_docs/. For Internet retrieval assistance, contact the AIR Internet Content Program Manager at 202-267-8361.

Background

We do not publish an individual **Federal Register** notice for each document we make available for public comment. On the Web site, you may subscribe to our service for e-mail notification when new draft documents are made available. Persons wishing to comment on our draft ACs, other policy documents and proposed TSOs can find them by using the FAA's Internet address listed above. This notice of availability and request for comments on documents produced by Aviation Safety will appear again in 30 days.

Issued in Washington, DC on November 2, 2006.

Terry Allen,

Acting Manager, Production and Airworthiness Division, Aircraft Certification Service.

[FR Doc. 06-9123 Filed 11-8-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Multnomah County, Oregon

AGENCIES: Federal Highway Administration, Department of Transportation.

ACTION: Notice of intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice of intent to advise agencies and the public that an Environmental Impact Statement (EIS) will be prepared to assess the impacts of proposed repair or replacement of the Sellwood Bridge over the Willamette River in Portland, Oregon.

DATES: Public and Agency meetings will be advertised and held in Portland, Oregon during the development of the EIS.

FOR FURTHER INFORMATION CONTACT:

Edward J. DeCleva, Environmental Protection Specialist, Federal Highway Administration, The Equitable Building, Suite 100, 530 Center Street, NE., Salem, OR 97301, (503) 587-4710.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Oregon Department of Transportation (ODOT) and Multnomah County, will prepare an EIS for proposed repair or replacement of the Sellwood Bridge Project across

the Willamette River in Portland, Oregon. The existing Sellwood Bridge has been identified by the ODOT Statewide Bridge Inventory as deficient for load and seismic purposes. It has a sufficiency rating of 2 out of 100. The sufficiency rating is a measure of a bridge's structural integrity and transportation function with respect to current design standards. The bridge has narrow travel lanes and no shoulders and one narrow sidewalk, with light poles that intrude in the travel path of the sidewalk. It is currently load limited to 10 tons and restricts freight, emergency vehicle, and bus traffic. The western terminal of the bridge is located on an active slide area. The structure requires ongoing maintenance and repairs. With 30,000 vehicles per day, it has the highest traffic volumes of any two-lane bridge in the state of Oregon.

The FHWA, ODOT and Multnomah County will evaluate potential transportation, environment, social, cultural, and economic impacts of a range of alternatives, including a no build alternative. The project purpose and need and range of alternatives will be identified through consultations with the public, Federal, State and local agencies, and interested federally recognized tribes. ODOT and Multnomah County solicited public comments on the proposed project through a public scoping meeting held in Portland, Oregon on October 25, 2006. Federal, State and local agencies, and interested federally recognized tribes will be invited to attend agency scoping meetings in December 2006. Additional public, agency, and tribal meetings will be held during the development of the EIA. A public hearing will also be held. In addition to mailings, meetings and hearing dates, times and locations will be announced on the project Web site accessible at <http://www.sellwoodbridge.org/> and in local and regional newspapers. The draft EIS will be made available for public, agency and tribal review and comment prior to the public hearing.

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 FHWA at the address above.

(Authority: 23 U.S.C. 315; 49 CFR 1.48)

Dated: November 3, 2006.

Edward J. DeCleva,

Environmental Protection Specialist, FHWA Oregon Division.

[FR Doc. 06-9149 Filed 11-8-06; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[USCG-2005-21232]

Beacon Port LLC Liquefied Natural Gas Deepwater Port License; Final Environmental Impact Statement

AGENCY: Maritime Administration, DOT.

ACTION: Notice of availability; request for comments.

SUMMARY: The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce the availability of the Final Environmental Impact Statement (FEIS) for the Beacon Port liquefied natural gas deepwater port license application. The application describes a project that would be located in the Gulf of Mexico, in lease block High Island Area 27, on the Outer Continental Shelf (OCS). The main terminal would be located approximately 45 miles south of High Island and 50 miles east-southeast of Galveston, Texas, with a riser platform in lease block West Cameron 167, approximately 27 miles south of Holly Beach and 29 miles south-southeast of Johnson's Bayou, Louisiana.

DATES: Material submitted in response to the request for comments must reach the Docket Management Facility on or before December 11, 2006.

On November 3, 2006 the applicant informed MARAD and the Coast Guard that they are withdrawing the Beacon Port LLC Liquefied Natural Gas Deepwater Port License application. Therefore, public hearings on the Deepwater Port License will not be held since a license will not be granted on the withdrawn application.

In their withdrawal notification the applicant indicated that they may determine at some future date to resubmit the Beacon Port license application (either modified or a new application for this location). In that event this Environmental Impact Statement may be used as the basis for any additional or updated NEPA documentation that would be necessary should the application be resubmitted. For that reason, comments relating to the FEIS are still being solicited.

ADDRESSES: Address docket submissions for USCG-2005-21232 to: