

clutter. A processor mitigates a clutter cloud in a reflected radar signal, the clutter cloud having a velocity growth rate. The processor includes an input for receiving a reflected radar signal, a delay line having a plurality of moving target indicator (MTI) Doppler filters, and an output connected in circuit with the plurality of MTI Doppler filters. The delay line covers a Doppler frequency range corresponding to the velocity growth rate of the clutter cloud. The reflected radar signal passes through the delay line to mitigate a portion of the reflected radar signal that is reflected by the clutter cloud from the reflected radar signal.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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**BILLING CODE 3710-08-M**

## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Availability of Non-Exclusive, Exclusive License or Partially Exclusive Licensing of U.S. Patent Concerning Methods for Polymerization of Electronic and Photonic Polymers**

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice.

**SUMMARY:** In accordance with 37 CFR part 404.6, announcement is made of the availability for licensing of U.S. Patent No. US 7,186,792 B2 entitled "Methods for Polymerization of Electronic and Photonic Polymers" issued March 6 2007. This patent has been assigned to the United States Government as represented by the Secretary of the Army.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeffrey DiTullio at U.S. Army Soldier Systems Center, Kansas Street, Natick, MA 01760, Phone; (508) 233-4184 or E-mail: [Jeffrey.DiTullio@us.army.mil](mailto:Jeffrey.DiTullio@us.army.mil).

**SUPPLEMENTARY INFORMATION:** Any licenses granted shall comply with 35 U.S.C. 209 and 37 CFR part 404.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Availability of Non-Exclusive, Exclusive License or Partially Exclusive Licensing of U.S. Patent Concerning Methods for Polymerization of Electronic and Photonic Polymers**

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice.

**SUMMARY:** In accordance with 37 CFR part 404.6, announcement is made of the availability for licensing of U.S. Patent No. US 7,186,791 B2 entitled "Methods for Polymerization of Electronic and Photonic Polymers" issued March 6, 2007. This patent has been assigned to the United States Government as represented by the Secretary of the Army.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jeffrey DiTullio at U.S. Army Soldier Systems Center, Kansas Street, Natick, MA 01760, Phone; (508) 233-4184 or E-mail: [Jeffrey.DiTullio@us.army.mil](mailto:Jeffrey.DiTullio@us.army.mil).

**SUPPLEMENTARY INFORMATION:** Any licenses granted shall comply with 35 U.S.C. 209 and 37 CFR part 404.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army

#### **Availability for Non-Exclusive, Exclusive, or Partially Exclusive Licensing of U.S. Patent Concerning a Multiple Pass Faraday Rotation Amplifier**

**AGENCY:** Department of the Army, DoD.

**ACTION:** Notice.

**SUMMARY:** In accordance with 37 CFR 404.6 and 404.7, announcement is made of the availability for licensing of the invention set forth in U.S. Patent No. 7,095,555 entitled "Multiple Pass Faraday Rotation Amplifier," issued on August 22, 2006. The United States Government, as represented by the Secretary of the Army, has rights in this invention.

**ADDRESSES:** Office of Research and Technology Applications, SDMC-RDTC-TDL (Ms. Susan D. McRae), Bldg. 5520, Von Braun Complex, Redstone Arsenal, AL 35898.

**FOR FURTHER INFORMATION CONTACT:** Ms. Joan Gilsdorf, Patent Attorney, e-mail: [joan.gilsdorf@smdc.army.mil](mailto:joan.gilsdorf@smdc.army.mil) (256) 955-

3213 or Ms. Susan D. McRae, Office of Research and Technology Applications, e-mail: [susan.mcrae@army.mil](mailto:susan.mcrae@army.mil); (256) 955-1501.

**SUPPLEMENTARY INFORMATION:** The invention pertains to the amplification of Faraday or Voigt rotation in thin film materials by passing a light beam through a sample of material many times through use of multiple internal reflections and successive mirrored chambers that repeatedly send the light beam back through the sample.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

[FR Doc. 07-1276 Filed 3-15-07; 8:45 am]

**BILLING CODE 3710-08-M**

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### **Notice of Availability for the Final Environmental Impact Statement/ Environmental Impact Report for the Burlington Northern Santa Fe (BNSF) Cajon Third Main Track Summit to Keenbrook, San Bernardino County, CA**

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of Availability.

**SUMMARY:** Pursuant to section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969 (as amended), the U.S. Army Corps of Engineers, Los Angeles District (Corps) Regulatory Branch, in coordination with the County of San Bernardino and in cooperation with U.S. Forest Service, has completed a Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Burlington Northern Santa Fe (BNSF) Third Main Track Summit to Keenbrook Project. The proposed BNSF project requires authorization pursuant to section 404 of the Clean Water Act for approximately 2.95 acres of fill placement in jurisdictional waters of the United States, including wetlands, to construct 15.9 miles of a new main track through the Cajon Pass in San Bernardino County, California. Three alternatives were co-equally analyzed in the EIS/EIR, including Alternative 1 (Reduced Footprint), Alternative 2 (Standard Engineering Design) and the No Action Alternative, as required by NEPA. As the project proponent and applicant, the BNSF Railway Co. selected Alternative 1 as its preferred alternative. The Corps determined Alternative 1 is the environmentally preferred alternative and the least environmentally damaging

practicable alternative pursuant to the 404(b)(1) Guidelines (40 CFR 230.12).

**FOR FURTHER INFORMATION CONTACT:**

Questions or comments concerning the Final EIS/EIR should be directed to Ms. Susan A. Meyer, Senior Project Manager, Regulatory Branch, U.S. Army Corps of Engineers, Los Angeles District, P.O. Box 532711, 915 Wilshire Boulevard, Los Angeles, CA 90053-2325, (808) 438-2137. Alternatively, comments can be submitted electronically to: [susan.a.meyer@usace.army.mil](mailto:susan.a.meyer@usace.army.mil).

**SUPPLEMENTARY INFORMATION:** Paper copies of the Final EIS/EIR will be made available to the public for review at the following libraries: Norman F. Feldheim Central Library (San Bernardino, California), Hesperia Branch Library (Hesperia, California), and the Rancho Cucamonga Public Library (Rancho Cucamonga, California). A CD copy of the document may be obtained by contacting Ms. Meyer in writing at the address or email above. Interested parties are invited to provide their comments on the Final EIS/EIR, which will become a part of the official record and will be considered in the final decision. Written comments must be received on or before April 16, 2007 and should be submitted to the contact listed above. A Record of Decision (ROD) will be issued by the Corps no earlier than 30 days after the Notice of Receipt for the Final EIS/EIR is published in the **Federal Register**. As a cooperating agency, the USFS intends to adopt the Final EIS/EIR and issue its own ROD in support of the issuance of a USFS special use permit.

Dated: March 7, 2007.

**David J. Castanon,**

*Chief, Regulatory Branch.*

[FR Doc. E7-4823 Filed 3-15-07; 8:45 am]

**BILLING CODE 3710-KF-P**

## DEPARTMENT OF THE DEFENSE

### Department of the Army; Corps of Engineers

#### Intent To Prepare a Draft Environmental Impact Statement for the Port Canaveral Navigation Improvements Section 203 Feasibility Study Located in Brevard County, FL

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The U.S. Army Corps of Engineers (Corps), Jacksonville District intends to prepare a Draft Environmental Impact Statement (DEIS)

for the Port Canaveral Improvements Section 203 Feasibility Study. The study is being conducted by the Canaveral Port Authority under authority granted by section 203 of Water Resources Development Act (WRDA) 1986.

**ADDRESSES:** U.S. Army Corps of Engineers, Planning Division, Environmental Branch, P.O. 4970, Jacksonville, FL, 32232-0019.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Stodola, by e-mail [Paul.E.Stodola@saj02.usace.army.mil](mailto:Paul.E.Stodola@saj02.usace.army.mil) or by telephone at (904) 232-3271.

**SUPPLEMENTARY INFORMATION:**

*a. Proposed Action.* Canaveral Port Authority has elected to conduct a feasibility study of potential improvements under the authority granted by section 203 of WRDA 1986. Section 203 states (in part) that "A non-Federal interest may on its own undertake a feasibility study of a proposed harbor or inland harbor project and submit it to the Secretary of the Army." Corps of Engineers guidance for implementation of Section 203 is contained in Engineering Regulation (ER) 1165-2-122, August 26, 1991.

*b. Objectives.* The objectives of the Port Canaveral Navigation Improvements feasibility study are to prepare a Section 203 Study Report that fully complies with all Federal laws and regulations applicable to navigation project General Investigation feasibility studies, and to enable the Assistant Secretary of the Army to make appropriate recommendations to Congress regarding authorization of the Federal navigation improvements project for Port Canaveral.

*c. Study Purpose and Need for Action.* The purpose of the study is to evaluate modification to the Federal project for improvements to the navigational channels, the west turning basin, and wideners at the port, all of which would result in an increase in the efficiency of cargo vessels and cruise ships using the port. The study will identify and evaluate alternatives that will (2) reduce future congestion at Port Canaveral; (2) accommodate anticipated future growth in vessel traffic; (3) improve the efficiency of operations for cruise ships and cargo vessels within the Port complex; (4) allow for use of the Port by larger, more efficient, cruise ships and cargo vessels; and (5) allow for development of additional terminals/berths without encroaching on the West Turning Basin.

The total Federal project includes, a 41-foot-deep entrance channel and maintenance of the 44-foot-deep Navy Channel in the 41-foot channel reach; a 40-foot deep and 400-foot-wide inner

channel; depths of 35 and 39 feet in the middle turning basin; a channel 39 feet deep and 400 feet wide from the middle turning basin west, 1,800 feet, hence a channel 31 feet deep and 400 feet wide to the west turning basin also 31 feet deep; a channel 39 feet deep and 350 feet wide from the middle turning basin and channel north to the end of Berth 4; relocation of the perimeter dike about 4,000 feet westward and extension of the harbor westward; a south entrance jetty 1,100 feet long and an entrance jetty 1,150 feet long; a barge dock 90 feet wide and 600 feet long west of the harbor dike; and a barge canal 12 feet by 125 feet from the middle turning basin to the Atlantic Intracoastal Waterway.

The without project condition is for continuation of the same channel depths and dimensions, with maintenance dredging as needed to maintain current authorized depths. Without proposed project improvements the port will continue to experience the following three major problems which greatly impact port operations, safety, and economic viability.

1. The size of cruise ships calling at Port Canaveral is constrained by channel and turning basin dimensions. The potential for future cruise ship terminal expansion cannot be fully exploited under existing channel and turning basin dimensions and configurations. In addition, the increasingly larger cruise ships calling at Port Canaveral are beginning to encroach on the existing west turning basin. Also, passage of large cruise ships through the narrow ship channel causes surges at cargo piers, which result in cargo vessels having to stop loading and unloading activities while the cruise ships pass.

2. The size of cargo vessels calling at Port Canaveral is constrained by existing channel dimensions and configuration. Larger, more efficient vessels could be used for bulk items such as aggregates and cement if channels were improved.

3. Congestion at cargo berths reduces the effectiveness and efficiency of cargo vessels and landside facilities. Given the rapid growth in commodity movements at Port Canaveral, in the very near future a significant proportion of cargo vessels calling at Port Canaveral will have to wait offshore for a berth to become available. Some of these vessels will likely divert to an alternative port, and incur increased transportation costs, if channels are not improved. In addition, landside facilities will stand idle as vessels wait offshore for an available berth.

*d. Alternatives.* The proposed alternative navigation improvements at