

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We do not publish an individual **Federal Register** notice for each document we make available for public comment.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]

BILLING CODE 4910-13-M

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 propose 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]

BILLING CODE 4910-22-M

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: