

before the BoV shall be in accordance with 41 CFR 102–3.140(c), section 10(a)(3) of the FACA, and this paragraph. The DFO and BoV Chairperson may, if desired, allot a specific amount of time for members of the public to present their issues for BoV review and discussion. Direct questioning of BoV members or meeting participants by the public is not permitted except with the approval of the DFO and Chairperson.

FOR FURTHER INFORMATION CONTACT: Or to attend this BoV meeting, contact Mr. Scotty Ashley, USAFA Programs Manager, Directorate of Airman Development and Sustainment, Deputy Chief of Staff, Manpower and Personnel, AF/A1DOA, 1040 Air Force Pentagon, Washington, DC 20330–1040, (703) 695–3594.

Bao-Anh Trinh,

Air Force Federal Register Liaison Officer.

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DEPARTMENT OF DEFENSE

Department of the Army

Availability of the Record of Decision (ROD) for the Permanent Stationing of the 2/25th Stryker Brigade Combat Team (SBCT)

AGENCY: Department of the Army, DoD.

ACTION: Notice of availability.

SUMMARY: The Deputy Chief of Staff of the Army, G–3/5/7 has reviewed the Final Environmental Impact Statement (FEIS) for the Permanent Stationing of the 2/25th SBCT and has made the decision to proceed with all facets of Alternative A. Alternative A permanently stations the 2/25th SBCT at Schofield Barracks Military Reservation (SBMR) while conducting the required training at military training sites in Hawaii. This alternative is summarized in the Army's ROD and described fully in Chapter 2 of the FEIS.

ADDRESSES: The ROD can be accessed at <http://www.aec.army.mil>.

FOR FURTHER INFORMATION CONTACT: Public Affairs Office, U.S. Army Environmental Command, Building E4460, 5179 Hoadley Road, Attention: IMAE–PA, Aberdeen Proving Ground, MD 21010–5401; telephone: 410–436–2556; facsimile: (410) 436–1693. The Public Affairs Office is open during normal business hours Monday through Friday 9 a.m. to 5 p.m. Eastern time.

SUPPLEMENTARY INFORMATION: The FEIS assessed the potential environmental consequences of the alternatives on the

biological, physical, and cultural environments. This decision incorporates analyses contained in the FEIS, comments provided during formal public comment and review periods, and an evaluation of the ability of each alternative to meet the Purpose and Need for the Proposed Action. Hawaii was selected primarily because it is best able to meet the Army's strategic defense and national security needs in the Pacific Theater. A fuller rationale for the decision can be found in the Record of Decision.

Dated: April 11, 2008.

Addison D. Davis, IV,

Deputy Assistant Secretary of the Army (Environment, Safety, and Occupational Health).

[FR Doc. E8–8296 Filed 4–17–08; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Availability of the Draft Feasibility Report and Supplemental Environmental Impact Statement and Draft State Environmental Impact Report for the Boston Harbor Deep Draft Navigation Improvement Project

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

ACTION: Notice of availability.

SUMMARY: The U.S. Army Corps of Engineers, New England District in partnership with the Massachusetts Port Authority (Massport) has prepared a joint Draft Supplemental Environmental Impact Statement and State Draft Environmental Impact Report (DSEIS/DEIR) examining improvements to deep-draft navigation channels in Boston Harbor, Boston, MA. Four separate improvements were developed. The first examined deepening the outer and lower harbor's existing 40-foot channel system to provide deeper access to Massport's Conley Terminal in South Boston for containership traffic. All depths are referenced to minus mean lower low water (MLLW). Navigation channel depths of between 45 to 50 feet were examined, with a depth of 48 feet recommended, with an additional two feet in the entrance channel. Under this plan the following project features would be improved: the 40-foot lane of the Broad Sound North Entrance Channel would be deepened to 50 feet and widened through the bend at Finn's Ledge. The 40-foot lane of the Main Ship Channel from the Broad Sound North Entrance Channel upstream

through President Roads to the Reserved Channel would be deepened to 48 feet and its 600-foot-wide reaches widened to between 800 and 900 feet, with additional width in the bends. The 40-foot lower reach of Reserved Channel and its turning area would be deepened to 48 feet, with the turning area also widened to 1600 feet. The 40-foot President Roads Anchorage would be deepened to 48 feet. The second improvement would deepen the existing 40-foot lane of the Main Ship Channel from the Reserved Channel Turning Area upstream to just below the Third Harbor Tunnel to a depth of 45 feet, to improve access to the Massport Marine Terminal in South Boston. The third improvement would deepen a portion of the 35-foot Mystic River Channel lane to 40 feet to improve access to Massport's Medford Street Terminal. The fourth and final improvement would deepen the 38-foot Chelsea River Channel to 40 feet, with minor widening in the bridge approaches and the bend between the bridges. In conjunction with work in the Federal channels, the Massachusetts Port Authority would deepen vessel berths at the Conley Terminal and Marine Terminal. Terminals on the Chelsea River would also deepen their berths to match the new channel depth. A total of about 12.1 million cubic yards (cy) of parent material, and 1.2 million cy of rock, would be removed by dredging and placed at the Massachusetts Bay Disposal Site (MBDS). Beneficial use opportunities for the dredged material have been identified and would be considered further during final design of the project. Those beneficial use opportunities include: creation of rock reefs in Massachusetts Bay and Broad Sound, and using the non-rock material as cover at the former Industrial Waste Site, which overlaps the MBDS. This joint Federal and State document builds on the lessons learned from the final EIR/S prepared in June of 1995 for the previous navigation improvement project in Boston Harbor.

DATES: Submit comments on or before June 2, 2008.

ADDRESSES: Comments should be submitted to Colonel Curtis L. Thalken, District Engineer, U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742.

FOR FURTHER INFORMATION CONTACT: Ms. Catherine Rogers, (978) 318–8231.

SUPPLEMENTARY INFORMATION: The U.S. Army Corps of Engineers is authorized to conduct this Feasibility Study by a Senate Subcommittee on Public Works Resolution dated September 11, 1969.