

Dated: January 16, 2006.

James H. Lecky,

*Director, Office of Protected Resources,
National Marine Fisheries Service.*

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DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[I.D. 120605B]

Vessel Monitoring Systems; Additional Approved Mobile Transmitting Units for Use in the Fisheries Off the West Coast States and in the Western Pacific; Pacific Coast Groundfish Fishery

AGENCY: National Marine Fisheries Service (NMFS), National Oceanic and Atmospheric Administration (NOAA), Commerce.

ACTION: Notice; additional approval of vessel monitoring systems.

SUMMARY: This document provides notice of vessel monitoring systems (VMS) approved by NOAA for use by vessels participating in the Pacific Coast Groundfish Fishery and sets forth relevant features of the VMS.

ADDRESSES: To obtain copies of the list of NOAA-approved VMS mobile transmitting units and NOAA-approved VMS communications service providers, or information regarding the status of VMS systems being evaluated by NOAA for approval, write to NOAA Fisheries Office for Law Enforcement (OLE), 8484 Georgia Avenue, Suite 415, Silver Spring, MD 20910.

To submit a completed and signed checklist, mail or fax it to NOAA Enforcement, 7600 Sand Point Way, Seattle, WA 98115, fax 206-526-6528. For more addresses regarding approved VMS, see the **SUPPLEMENTARY INFORMATION** section, under the heading VMS Provider Addresses. The public may acquire this notice, installation checklist, and relevant updates by calling 301-427-2300.

FOR FURTHER INFORMATION CONTACT: For current listing information contact Mark Oswell, Outreach Specialist, phone 301-427-2300, fax 301-427-2055. For questions regarding VMS installation, activation checklists, and status of evaluations, contact Jonathan Pinkerton, National VMS Program Manager, phone 301-427-2300; fax 301-427-2055. For questions regarding the checklist, contact Joe Albert, Northwest Divisional VMS Program Manager, NMFS Office for Law Enforcement, Northwest Division, phone 206-526-6135.

SUPPLEMENTARY INFORMATION:

I. VMS Mobile Transceiver Units

BOATRACS - Fisheries Mobile Communications Terminal with GPS

The Boatracs satellite communications VMS transmitting unit that meets the minimum technical requirements for the Pacific Coast Groundfish Fishery is the BOATRACS - FMTC/G. The address for the Boatracs distributor is provided under the heading VMS Provider Addresses.

The FMTC/G is an integrated GPS two-way satellite communications system, consisting of two major hardware components, the Mobile Communication Transceiver (MCT) and the Enhanced Display Unit (EDU). The MCT contains the antenna and integrated GPS that communicates with the satellite and contains the operating circuitry and memory. The EDU is a shock and splash-resistant display and keyboard unit consisting of, a liquid crystal display, keyboard, with adjustable contrast, brightness, and audible alerts. A backlight illuminates the display for night view. The EDU has message waiting, no signal, and audible message received indicators.

The MCT is 6.7 inches high by 11.4 inches wide and weighs 11 pounds. The base of the unit is 6.595 inches in diameter. The MCT draws approximately 2.3 amps of current from the power supply while transmitting and 1.2 amps when the vessel is idle.

The EDU is a hardened and splash proof keyboard display unit with a 15-line X 40-character screen that allows for both text and graphics. It is 12.72 inches wide by 9.3 inches long by 2.21 inches in depth, and weighs 3 pounds and is holster-mounted in the cabin.

II. Satellite Communication Services

The FMTC/G utilizes KU band geostationary satellite to provide two-way data services. The data satellite transmits and receives all two-way message traffic between the vessel and NMFS, Shore Office, Network Operations Center or third party. The Satellite is located 22,300 miles over the equator at 103° W. long. (south of Florida).

Boatracs operates a redundant NOC. This facility is online 24 hours a day, 365 days a year, including holidays. Customer service representatives are available to relay messages and provide customer service. The NOC is also the facility that allows for automatic boat-to-boat, boat-to-e-mail, boat-to-fax, and e-mail-to-boat service. Data on demand and information services are also provided by the NOC.

Boatracs contracts their satellite communication services from QUALCOMM Corporation of California. QUALCOMM offers 24x7, 365 days a year network support, and operates fully redundant earth stations in California and Nevada.

VMS units must be installed in accordance with vendor instructions and specifications. All installation costs are paid by the owner. The vessel owner is required to fax or mail the Activation Fax directly to NOAA Enforcement, 7600 Sand Point Way, Seattle, WA 98115, fax 206-526-6528.

The owner must confirm the FMTC/G operation and communications service to ensure that position reports are automatically sent to and received by OLE before leaving on their first fishing trip requiring VMS. OLE does not regard the fishing vessel as meeting the requirements until position reports are automatically received. For confirmation purposes, owners must contact the NOAA Enforcement, 7600 Sand Point Way, Seattle, WA 98115, voice 206-526-6135, fax 206-526-6528.

III. VMS Provider Addresses

Boatracs corporate office address is 9155 Brown Deer Rd, Suite 8, San Diego, CA. 92121. The primary point of contact is Lauri Paul, Fisheries Market Segment Executive, e-mail lpaul@boatracs.com, direct telephone number (858)458-8113, and toll free (877)468-8722 ext 113. The alternate contact is David Brandos, e-mail dbrandos@boatracs.com, direct telephone number (858)458-8102, and toll free (877)468-8722 ext 102.

Dated: January 13, 2006.

William T. Hogarth,

*Assistant Administrator for Fisheries,
National Marine Fisheries Service.*

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Availability of Baltimore Harbor and Channels Dredged Material Management Plan and Final Tiered Environmental Impact Statement

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

ACTION: Notice of availability.

SUMMARY: In accordance with the requirements of the National Environmental Policy Act, the U.S. Army Corps of Engineers (USACE), Baltimore District has prepared a Final

Tiered Environmental Impact Statement (FTEIS) and Dredged Material Management Plan (DMMP) to analyze dredged material placement for the Port of Baltimore for 20 years of maintenance and new work dredging. USACE is making the document available to the public through a Notice of Availability published in the **Federal Register**. The overall goal of the DMMP is to develop a plan to maintain, in an economically and environmentally sound manner, channels necessary for navigation for the Port of Baltimore, conduct dredged material placement in the most environmentally sound manner, and maximize the use of dredged material as a beneficial resource. The recommendations which will provide a minimum of 20 years of dredged material placement capacity for the Port of Baltimore are:

- Continued maintenance dredging of the Virginia channels and use of the existing open-water placement sites in Virginia (Dam Neck Open Water Placement; Rappahannock Shoal Deep Alternate Open Water Placement; and Wolf Trap Alternate Open Water Placement).

- Continued maintenance dredging of the Maryland channels and use of the existing sites in Maryland including Pooles Island Open Water Site, Hart-Miller Island Dredged Material Containment Facility (HMI DMCF), Cox Creek Confined Disposal Facility (CDF) (+36 ft dike height), and Poplar Island Environmental Restoration Project (PIERP).

- Multiple confined disposal facilities for harbor material in Patapsco River.

- PIERP Expansion in Talbot County, Maryland.

- Large Island Restoration in Middle Chesapeake Bay, Maryland.

- Wetland Restoration in Dorchester County, Maryland.

- Continue to pursue opportunities to innovatively use dredged material.

ADDRESSES: U.S. Army Corps of Engineers, Baltimore District, Attn: Mr. Mark Mendelsohn, Planning Division, P.O. Box 1715, Baltimore, MD 21203–1715, or electronically to Mark.Mendelsohn@usace.army.mil.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Mendelsohn, Biologist, USACE, Baltimore District, Planning Division, (410) 962–9499 or (800) 295–1610.

SUPPLEMENTARY INFORMATION: A key mission of the U.S. Army Corps of Engineers is to provide safe, reliable, and efficient waterborne transportation systems (channels, harbors, and waterways) for movement of commerce, national security needs, and recreation. Accomplishing this successfully

requires dredging of channels to adequately meet the needs of waterborne transportation. Operating and maintaining the nation's harbors and waterways, which includes the placement and/or management of dredged material, is an increasingly challenging task. USACE continues its priority mission to plan and implement sound management of dredged materials.

Since 1824, the USACE Baltimore District has been actively involved in constructing and maintaining a system of channels to allow large, deep-draft commercial shipping vessels to call on the Port of Baltimore. In addition to the shipping channels, a number of anchorage areas were established within the Port of Baltimore for vessels requiring layover. The existing project for the Baltimore Harbor and Channels was authorized by the River and Harbor Act of August 8, 1917 and was modified by the River and Harbor Acts of January 1927, July 1930, October 1940, March 1945, July 1958, and December 1970. The USACE *Engineering Regulation (ER) 1105–2–100* mandates that the USACE Districts develop a DMMP for all federally maintained navigation harbor projects where there is an indication of insufficient placement capacity to accommodate maintenance dredging for the next 20 years. The DMMP is a planning document that ensures maintenance-dredging activities are performed in an environmentally acceptable manner, use sound engineering techniques, and are economically justified. A DMMP addresses a full range of placement alternatives, leading to the selection of a final plan that ensures that sufficient placement capacity is available for the next 20 years.

The DMMP for the Baltimore Harbor and Channels project has been developed using a consistent and logical procedure by which dredged material management alternatives have been identified, evaluated, screened, and recommended so that dredged material placement operations are conducted in a timely, environmentally sensitive, and cost-effective manner.

A Notice of Intent to prepare and Environmental Impact Statement was published in the **Federal Register** in May 2002 and scoping meetings were held in June 2002. The public was invited to provide oral comments at the scoping meetings and to submit additional comments to the Baltimore District. The Draft TEIS was distributed to the public on February 9, 2005. Two public meetings on the Draft TEIS were held in March 2005. All persons and organizations that have an interest in

the DMMP were urged to participate in one or both meetings.

The Final TEIS may be viewed on the Baltimore District's Web page at <http://www.nab.usace.army.mil/projects//DMMP/index.html>. USACE has distributed copies of the TEIS to appropriate members of Congress, State and local government officials, Federal agencies, and other interested parties. Copies are available for public review at the following locations:

(1) Queen Anne's Public Library,

Stevensville Branch, 200 Library Circle, Stevensville, MD 21666.

(2) Baltimore County Public Library, 1110 Eastern Boulevard, Baltimore, MD 21221.

(3) Anne Arundel County Public Library, 1410 West Street, Annapolis, MD 21401.

(4) St. Mary's County Public Library, 23250 Hollywood Road, Leonardtown, MD 20650.

(5) Somerset County Public Library, 11767 Beachwood St., Princess Anne, MD 21853.

(6) Dorchester County Public Library, 303 Gay Street, Cambridge, MD 21613.

For information on this document or to obtain copies, please contact Mr. Mark Mendelsohn (see **ADDRESSES**).

The Final TEIS has been prepared in accordance with (1) The National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 *et seq.*), (2) regulations of the Council on Environmental Quality for implementing the procedural provisions of NEPA (40 CFR parts 1500–1508), and (3) USACE regulations implementing NEPA (ER–200–2–2). A record of decision (ROD) for this project will not be signed until at least 30 days from the date of EPA's notice of availability publication in the **Federal Register**.

Mark Mendelsohn,

Biologist, Baltimore District, USACE.

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DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Availability for the Draft 2006 Supplemental Environmental Assessment to the 2002 Rim of the Pacific Programmatic Environmental Assessment, Hawaii

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to section 102(2)(C) of the National Environmental Policy