

Daniel F. Willkens Acting Director, Defense Criminal Investigative Service, Assistant Inspector General for Investigations, ODIG-INV.
 Stephen D. Wilson Assistant Inspector General for Administration and Management.
 Shelton R. Young Deputy Inspector General for Intelligence.

[FR Doc. 06-8360 Filed 9-28-06; 8:45am]

BILLING CODE 5001-06-M

DEPARTMENT OF DEFENSE

Department of the Army

Availability of Non-Exclusive, Exclusive License or Partially Exclusive Licensing of U.S. Patent Concerning Conductive (Electrical, Ionic, and Photoelectric) Polymer Membrane Articles, and Method for Producing Same

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 7,109,136 B2 entitled "Conductive (Electrical, Ionic, and Photoelectric) Polymer Membrane Articles, and Method for Producing Same" Issued September 19, 2006. This patent has been assigned to the United States Government as represented by the Secretary of the Army.

FOR FURTHER INFORMATION CONTACT: Mr. Arnold Boucher at U.S. Army Soldier Systems Center, Kansas Street, Natick, MA 01760, Phone; (508) 233-5431 or E-mail: Arnold.Boucher@natick.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.

[FR Doc. 06-8356 Filed 9-28-06; 8:45 am]

BILLING CODE 3710-08-M

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare an Environmental Impact Statement for the Upper Ohio Navigation Study, PA, in Allegheny and Beaver Counties

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

ACTION: Notice of intent.

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA), the Pittsburgh District of the U.S. Army Corps of Engineers (Corps) is seeking public comment on the environmental scope of an upcoming study, named the

"Upper Ohio Navigation Study, Pennsylvania." This study will consider and evaluate the feasibility of alternatives for maintaining commercial navigation on the Pennsylvania portion of the Ohio River, and also consider and evaluate the feasibility of ecosystem restoration opportunities.

The focus of the upper Ohio River navigation feasibility study is to develop the best plan for maintaining safe, environmentally sustainable, and reliable navigation on the upper 40 miles of the Ohio River in Pennsylvania. Navigation is currently provided through three old lock and dam facilities—Emsworth, Dashields and Montgomery locks and dams—dating from the 1920s. The study will consider a 60-year period from 2010 to 2070. Navigation alternatives will consider facility operation and maintenance, rehabilitation, and new construction needs and opportunities.

In order to facilitate early public involvement in the planning process, the Corps will be conducting two environmental scoping meetings open to the public in the study area. The public is invited to attend these meetings to hear an overview of the study, and assist in the identification of significant issues to be considered during the study process. (See **DATES**).

DATES: Public scoping meetings will be held on:

1. October 24, 2006, 7 p.m. to 9 p.m., Monaca, PA.

2. October 25, 2006, 7 p.m. to 9 p.m., Coraopolis, PA.

ADDRESSES: The meeting locations are:

1. Monaca, PA—Community College of Beaver County, Library Resource Center, Conference Room 103, One Campus Drive, Monaca, PA 15061.

2. Coraopolis, PA—Holiday Inn, 8256 University Boulevard, Coraopolis, PA 15108.

FOR FURTHER INFORMATION CONTACT: The Corps' point-of-contact for questions or comments on the study and the environmental impact statement is Mr. Conrad Weiser, U.S. Army Corps of Engineers, Pittsburgh District, 2200 William S. Moorhead Federal Building, 1000 Liberty Avenue, Pittsburgh, PA, 15222-4186. Telephone: (412) 395-7220. E-mail:

Conrad.E.Weiser@usace.army.mil.

Requests to be placed on the study mailing list should also be sent to this address. General information on the study is also posted on the Corps'

internet site: http://www.Lrp.usace.army.mil/pm/upper_ohio.htm.

SUPPLEMENTARY INFORMATION:

1. **Authority:** The proposed action is being conducted under the authority of United States Senate, Committee on Public Works resolution dated May 16, 1955; and United States House of Representatives, Committee on Public Works and Transportation resolution dated March 11, 1982.

2. **Background:** a. The Corps is initiating a study to identify and evaluate feasible alternatives to maintain environmentally sustainable commercial river navigation on the upper 40 miles of the Ohio River in Pennsylvania. Existing locks and dams to be considered in this study are the Emsworth, Dashields, and Montgomery (EDM) locks and dams. The EDM facilities are the uppermost three of the 19 facilities forming the Ohio River Navigation System. This system provides navigable depths the full 981-mile length of the river between its origin at the "Point" in Pittsburgh, PA, to its mouth at Cairo, IL.

b. Emsworth is the oldest operating facility of the Ohio River system. Its locks date from 1921, while its original fixed crest dams were replaced in 1938 with higher gated structures. Dashields and Montgomery locks and dams were placed into operation in 1929 and 1936, respectively. Locks and Dams 52 and 53 near the river's mouth are the only other pre-World War II facilities on the Ohio River system, and these are in the process of being replaced by a single facility, Olmsted Locks and Dam.

c. Emsworth, Dashields, and Montgomery each have two lock chambers, a main chamber measuring 110' x 600'± and an auxiliary chamber measuring 56' x 360'. Compared to the 110' x 1,200' main lock chambers at the modern Ohio River facilities, they are the lowest capacity locks on the river. They form a bottleneck between the modern downstream Ohio River navigation structures and the tributary Monongahela River locks with their 720-foot chambers. The disparity in capacity is magnified during main chamber closures when all traffic must use the small 56' x 360' chambers. These small chambers can only process one barge at a time, necessitating multiple lockages for typical tows of as many as 15 barges, more or less. This study will