

Air Force's proposed alternatives, scoping process, and identifies the Air Force's point of contact. As part of the proposal, the Air Force will analyze potential environmental impacts associated with the proposed development of administrative, instructional, and living areas (referred to as the CBAT Campus) for CBAT students and instructors, as well as utilization of areas for ground training operations.

**Purpose:** The purpose of this action is for AETC to establish a CBAT course in order to further expand ground combat skills and give all Airmen a baseline or common skill set. The course would be implemented in three Phases, beginning with Phase I, which would train approximately 1,353 Airmen. Phase II would add 6,365 students, and Phase III provides training for an additional 6,692 Airmen. Full implementation of CBAT would result in training approximately 14,410 Airmen annually in combat small arms firing, basics of land navigation, small unit tactics, and combative skills, along with a daily physical training regimen. The average daily number of personnel that would be present for CBAT at full implementation (to include instructors, base support, and students) would be approximately 2,600. CBAT would be held year-round, with each course lasting 25 days, 10 hours per day, Monday through Friday. Throughout the initial implementation of each phase, personnel, facilities and infrastructure, and field training areas would be added to the selected installation. The end of Phase III would include a total of 166 new buildings at 124,192 square meters added to the installation. Additionally, by Phase III, approximately 9,000 acres (approximately 36.5 square km) of land would be required for CBAT field training in standardized basic small unit tactics, such as how to react to an enemy ambush (which would include the use of blank-fire ammunition and simulated munitions) and practical day and night land navigation training.

**Alternatives:** The Air Force used a multi-disciplined team (e.g., trainers, civil engineers, environmental engineers, and attorneys) to develop criteria for choosing where the CBAT course would be located. Applying the selection criteria in stages narrowed the alternatives first to 64 and later to just 3 Air Force installations located within the Continental United States. Those 3 installations are Arnold Air Force Base (AFB) in Tennessee, Barksdale AFB in Louisiana, and Moody AFB in Georgia. These three bases and the no action alternative are the alternatives that will be evaluated in the EIS. There is

sufficient area on Arnold AFB and Barksdale AFB to support the campus and field training areas. There is insufficient land available to support the field training requirements on Moody AFB, so selection of Moody would necessitate acquiring additional land by purchase or lease. The no action alternative will evaluate current conditions and trends, projected into the future, for comparative purposes.

**Scoping:** In order to effectively define the full range of issues to be evaluated in the EIS, the Air Force will determine the scope of the document (i.e., what will be covered, and in what detail) by soliciting scoping comments from interested state and Federal agencies and the interested public via this **Federal Register** and notices in the local areas of concern. Comments should be forwarded to the address below, by the date indicated. The Air Force will also hold a series of scoping meetings to further solicit input concerning the scope of the proposed action and alternatives.

**DATES:** The scheduled dates, times, locations, and addresses for the scoping meetings are as follows:

1. December 5, 2006—Tuesday, 6–8 pm; Tullahoma, TN; Coffee County Administrative Plaza, Community Room, 1329 MacArthur Street, Manchester, TN.
2. December 7, 2006—Thursday, 6–8 pm; Valdosta, GA; Valdosta City Hall Annex 300 N. Lee St., Valdosta, GA.
3. December 12, 2006—Tuesday, 6–8 pm; Shreveport, LA; Holiday Inn, 2015 Old Minden Road, Bossier City, LA.

No additional scoping meetings are scheduled at this time. In addition to comments received at the scoping meetings, any written comments on the scope of the EIS received at the address below by December 16, 2006, will be considered in the preparation of this EIS. All comments received through the scoping process will be evaluated and adjudicated to identify which issues are in fact significant and which ones are not. Issues that are determined to be less important will be addressed in the EIS by a brief discussion of why they were not examined in depth.

**FOR FURTHER INFORMATION CONTACT:** Ms. Debra Harkiewicz, HQ AETC/A7CVI, 266 F Street West, Bldg 901, Randolph, AFB, TX 78150, (210) 652-3959.

**Bao-Anh Trinh,**

*Air Force Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Navy

#### Notice of Intent To Prepare an Environmental Impact Statement for Homeporting Additional Surface Ships at Naval Station Mayport, FL, and To Announce a Public Scoping Meeting

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

**ACTION:** Notice.

**SUMMARY:** Pursuant to Section (102)(2)(C) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508), the Department of Navy (Navy) announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of constructing and operating the facilities and infrastructure associated with homeporting additional surface ships at Naval Station (NAVSTA) Mayport, FL. The Navy proposes to review and assess homeporting additional Atlantic Fleet surface ships at NAVSTA Mayport including cruisers, destroyers, frigates, amphibious assault ships, amphibious transport docks, dock landing ships, and/or a nuclear-powered aircraft carrier. Ultimately the homeporting could involve the relocation of existing ships to NAVSTA Mayport or the assignment of newly acquired ships to NAVSTA Mayport. The proposal includes only those required activities necessary to prepare and operate NAVSTA Mayport for the proposed homeporting and does not include actions at other Navy bases. The EIS study area is NAVSTA Mayport, the Mayport turning basin, the entrance channel, and a portion of the main shipping channel. NAVSTA Mayport covers 3,409 acres and is homeport for 22 ships, five helicopter squadrons, and approximately 16,010 sailors and civilians making it the third largest naval facility in the continental U.S. The scope of actions to be analyzed in this EIS includes homeporting of various classes of surface ships and construction to include dredging, infrastructure and wharf improvements, and construction of nuclear-powered aircraft carrier propulsion plant maintenance facilities (depot-level maintenance facilities including a controlled industrial facility, ship maintenance facility, and maintenance support facility).

**Dates and Addresses:** One public scoping meeting will be held in Jacksonville, FL, to receive written comments on environmental concerns

that should be addressed in the EIS. The public scoping open house will be held on December 5, 2006, from 4 p.m. to 8:30 p.m. at the Wilson Center of the Florida Community College at Jacksonville, South Campus, 11901 Beach Boulevard, Jacksonville, FL.

**FOR FURTHER INFORMATION CONTACT:** Mr. Will Sloger, Naval Facilities Engineering Command Southeast, 2155 Eagle Drive, North Charleston, SC 29406; telephone 843-820-5797; facsimile 843-820-5848.

**SUPPLEMENTARY INFORMATION:** The purpose of the proposed action is to ensure effective support of Fleet operational requirements through efficient use of waterfront and shoreside facilities at NAVSTA Mayport.

The EIS will evaluate the environmental effects associated with: Water resources; air quality; biological resources, including threatened and endangered species; land use; socioeconomic resources; infrastructure; and cultural resources. The analysis will include an evaluation of direct and indirect impacts, and will account for cumulative impacts from other relevant activities in the Mayport area. The Navy will analyze alternatives that include cruisers, destroyers, frigates, amphibious assault ships, amphibious transport docks, dock landing ships, and/or a nuclear-powered aircraft carrier. No decision will be made to implement any alternative until the EIS process is completed and a Record of Decision is signed by the Assistant Secretary of the Navy (Installations and Environment).

The Navy is initiating the scoping process to identify community concerns and local issues to be addressed in the EIS. Federal agencies, State agencies, local agencies, and interested persons are encouraged to provide written comments to the Navy to identify specific issues or topics of environmental concern that should be addressed in the EIS. Written comments must be postmarked by December 29, 2006 and should be mailed to: Naval Facilities Engineering Command Southeast, 2155 Eagle Drive, North Charleston, SC 29406, Attn: Code EV21 (Mr. Will Sloger), telephone 843-820-5797, facsimile 843-820-5848.

Dated: November 1, 2006.

**M.A. Harvison,**

*Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.*

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**DEPARTMENT OF DEFENSE**

**Department of the Navy**

**Notice of Availability of Invention for Licensing; Government-Owned Invention**

**AGENCY:** Department of the Navy, DOD.  
**ACTION:** Notice.

**SUMMARY:** The inventions listed below are assigned to the United States Government as represented by the Secretary of the Navy and are available for licensing by the Department of the Navy. Navy Case No. 83,562: Making it Possible to Use a Human Similarity Measure in a Face Recognition System.//Navy Case No. 83,817: Fiber FTIR in the Mid-Wave-IR and Long-Wave-IR Spectral Region.//Navy Case No. 84,353: Ultrathin, Conformal Polymer Coatings as Separators at Nanostructured Metal Oxides Used for Energy Storage.//Navy Case No. 84,425: Smoke Detector System Alarm Activation Via 85 Decibel Acoustic Horn from any Detector Location.//Navy Case No. 84,558: Method and Apparatus for Passive Acoustic Ranging in Shallow Water.//Navy Case No. 84,812: Tri-Axial Hybrid Vibration Isolator.//Navy Case No. 84,925: Carbon Nanoarchitectures with Ultrathin, Conformal Polymer Coatings for Electrochemical Capacitors.//Navy Case No. 95,807: CMOS Analog-to-Digital Converter with Arbel Channel.//Navy Case No. 95,924: Detector of Slow-Moving Targets in High-Resolution Sea.//Navy Case No. 95,959: Hybrid Cat's Eye Modulating Retro-Reflector with Coarse Pointing Element.//Navy Case No. 95,978: 3-D SAR Sub-Pixel Resolution.//Navy Case No. 95,988: TiO<sub>2</sub> Aerogel-Based Photovoltaic Electrodes and Solar Cells.//Navy Case No. 96,014: Controller for Event-Based Statistical Covert Channels.//Navy Case No. 96,139: CNT-Based Nanocomposite for Hydrogen Storage and Fuel Cell Applications.//Navy Case No. 96,148: Gas Filled Hollow Core Chalcogenide Photonic Bandgap Fiber Raman Device and Method.//Navy Case No. 96,182: All Electronic Isolator Using Negative Refractive Fixed Heterostructure Bi-Crystal or Ferroelectric Heterostructure Bi-Crystal or Ferroelectric Heterostructure Bi-Crystal.//Navy Case No. 96,194: IR Supercontinuum Source.//Navy Case No. 96,231: Doppler-Sensitive Adaptive Coherence Estimate Detector.//Navy Case No. 96,301: Scale Adaptive Filtering.//Navy Case No. 96,318: Wafer Bonded High Voltage Power Switch.//Navy Case No. 96,353: Dual Large Area Plasma

Processing System.//Navy Case No. 96,365: One-Dimensional Iris Signature for Iris Identification.//Navy Case No. 96,406: Laser Filament Imager.//Navy Case No. 96,499: Thermally Reflective Encapsulated Phase Change Pigment.//Navy Case No. 96,578: Method of Fabrication MgB<sub>2</sub> Superconductors by Hot Rolling.//Navy Case No. 96,583: Secure Agent Software Development System.//Navy Case No. 96,585: Magnetically Directed Self-Assembly of Molecular Electronic Junctions.//Navy Case No. 96,612: Silicon Nitride Passivation with Ammonia Plasma Pretreatment for Improving Reliability of AlGaIn/GaN HEMTs.//Navy Case No. 96,613: A Conducting Polymer Switch for Proteins—Control of Protein Activity Using Doped and Dedoped States of Highly Conducting Hydroxylated Poly(3,4 Ethylenedioxythiophene).//Navy Case No. 96,628: Method of Controlling Quantum Dot Photoluminescence and Other Intrinsic Properties Through Biological Specificity.//Navy Case No. 96,629: Multistatic Radar Adaptive Pulse Compressor.//Navy Case No. 96,691: Method and Apparatus for Generating Power from Voltage Gradients at Sediment-Water Interfaces Using Active Transport of Sediment Porewater.//Navy Case No. 96,695: Pattern Assessment Methodology Using Spatial Analysis.//Navy Case No. 96,740: Metal Vapor Vacuum Arc (MeVVA) Eight-Element Pulsed Ion Source.//Navy Case No. 96,769: Securerun, an XML Based Scripting Framework For Interactive, Semi-Automated, Automated, and Distributed Applications.//Navy Case No. 96,775: Magnesium Aluminate Transparent Ceramic Having Low Scattering and Absorption Loss.//Navy Case No. 96,776: Optical Fiber Clad-Protective Terminations.//Navy Case No. 96,826: Novel Biodegradable Biofouling Control Coating and Method of Formulator.//Navy Case No. 96,834: Impact Tensile Test Machine.//Navy Case No. 96,837: Low Loss VIS-IR (0.5–5.0um) Transmitting Ceramic Alon—Glass Composite Windows and Domes.//Navy Case No. 96,839: Low Loss VIS-IR (0.5–5.0 um) Transmitting Glass—Ceramic Spinel Composite Windows and Domes.//Navy Case No. 96,866: Composition and Method for Making a Solvent Free, Self Polishing Poly-Urethane Matrix for Use in Solvent Free Antifouling with Much Enhanced Mechanical Properties and Expected Life Term.//Navy Case No. 96,921: LiF Coated Magnesium Aluminate.//Navy Case No. 96,928: Narrow Band Notch Filter with Multiple Signal Path.//Navy Case No. 96,943: Optical Interrogation of