

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.

[FR Doc. E8-8372 Filed 4-17-08; 8:45 am]

BILLING CODE 5001-05-P

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]

BILLING CODE 3710-08-M

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.

The DSEIS/DEIR is available on-line on the New England District's Web page at <http://www.nae.usace.army.mil/projects/ma/BHNIP/>

BostonHarbor_draft_FeasibilitySEIS.zip and at the following local libraries: Boston Libraries—25 Parameter Street, 20 City Hall Avenue, 18 Barnes Avenue, 666 Boylston Street, Boston City Hall, 179 Main Street, 646 West Broadway, 276 Meridan Street; Chelsea Library—569 Broadway; Revere Library—179 Beach Street; and the Winthrop Library—2 Metcalf Square. If you wish to receive a copy of the Executive Summary or an electronic copy of the DSEIS/DEIR, please contact Ms. Catherine Rogers, Ecologist, U.S. Army Corps of Engineers, New England District, Evaluation Branch, 696 Virginia Road, Concord, MA 01742.

A public meeting to solicit comments has been scheduled for 1 p.m. on Tuesday, May 20, 2008, on the second floor of the Black Falcon Cruise Terminal, One Black Falcon Avenue, Boston, MA.

Dated: April 8, 2008.

Curtis L. Thalken,

Colonel, Corps of Engineers, New England District.

[FR Doc. E8-8202 Filed 4-17-08; 8:45 am]

BILLING CODE 3710-24-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Notice of Availability for the Final Environmental Impact Report/ Environmental Impact Statement for the Carryover Storage and San Vicente Dam Raise Project (CSP), San Diego County, CA

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

ACTION: Notice of availability.

SUMMARY: Pursuant to section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969 (as amended), the U.S. Army Corps of Engineers, Los Angeles District (Corps) Regulatory Branch, in coordination with the San Diego County Water Authority (Water Authority), has completed a Final Environmental Impact Report/ Environmental Impact Statement (EIR/ EIS) for the Carryover Storage and San Vicente Dam Raise Project (CSP). Four alternatives were co-equally analyzed in the EIR/EIS, including Alternative 1 (100,000 acre-feet of carryover storage at San Vicente), Alternative 2 (100,000 acre-feet of carryover storage at Moosa Canyon), Alternative 3 (50,000 acre-feet

of carryover storage at San Vicente and 50,000 acre-feet of carryover storage at Moosa Canyon) and the No Action Alternative, as required by NEPA. As the project proponent and applicant, the Water Authority selected Alternative 1 as its preferred alternative. The proposed CSP requires authorization pursuant to section 404 of the Clean Water Act for approximately 0.34 acre of fill placement in jurisdictional waters of the United States, including wetlands, to construct an expansion of the existing San Vicente Dam to store approximately 100,000 acre-feet of carryover storage water.

FOR FURTHER INFORMATION CONTACT:

Questions or comments concerning the Final EIR/EIS should be directed to Mr. Robert R. Smith, Jr., Regulatory Project Manager/Team Leader San Diego Field Office, U.S. Army Corps of Engineers, Los Angeles District, 16885 W. Bernardo Drive, Suite 300A, San Diego, CA 92127, (858) 674-6784. Alternatively, comments can be submitted electronically to:

robert.r.smith@usace.army.mil.

SUPPLEMENTARY INFORMATION: Paper copies of the Final EIR/EIS will be made available to the public for review at the following: the San Diego County Water Authority offices at 4677 Overland Avenue, San Diego, CA 92123; the Lakeside Public Library, 9839 Vine Street, Lakeside, CA 92040; and the Valley Center Public Library, 29200 Cole Grade Road, Valley Center, CA 92082. A CD copy of the document may be obtained by contacting Ms. Kelley Gage at the San Diego County Water Authority at the address above, or by e-mailing Ms. Gage at kgage@sdcca.org. A copy of the Final EIR/EIS is also available online at the Water Authority's Web site: <http://www.sdcca.org/>. Interested parties are invited to provide their comments on the Final EIR/EIS, which will become a part of the official record and will be considered in the final decision. Written comments must be received on or before May 19, 2008 and should be submitted to the contact listed above. A Record of Decision (ROD) will be issued by the Corps no earlier than 30 days after the Notice of Receipt for the Final EIR/EIS is published in the **Federal Register**.

Dated: April 8, 2008.

Mark Durham,

Acting Chief, Regulatory Branch.

[FR Doc. E8-8282 Filed 4-17-08; 8:45 am]

BILLING CODE 3710-KF-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Availability of Finding

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to Section 102(2)(C) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations (40 CFR parts 1500-1508), implementing procedural provisions of NEPA, and Executive Order (EO) 12114, Environmental Effects Abroad of Major Federal Actions, the Department of the Navy (DON) gives notice that a combined Finding of No Significant Impact (FONSI)/Finding of No Significant Harm (FONSH) has been issued and is available for Carrier Strike Group Composite Training Unit Exercise (CSG COMPTUEX) April/May 2008.

DATES: The effective date of the finding is April 14, 2008.

ADDRESSES: Electronic copies of the combined FONSI/FONSH are available for public viewing or downloading at <http://www.navydocuments.com>.

FOR FURTHER INFORMATION CONTACT: Commander, Second Fleet Public Affairs, Commander Phillips, telephone: 757-443-9822 or visit <http://www.navydocuments.com>.

SUPPLEMENTARY INFORMATION: CSG COMPTUEX (April-May 2008) is a major Navy Atlantic Fleet training exercise proposed to occur in April and May 2008 in the offshore Jacksonville Operating Area (OPAREA) and adjacent military installations. The purpose of this exercise is to certify naval forces as combat-ready. Activities conducted during the exercise include air-to-ground (ATG) bombing at land ranges, Combat Search and Rescue (CSAR), Maritime Interdiction Operations (MIO), Naval Gunfire, Fast Attack Craft/Fast Inshore Attack Craft (FAC/FIAC), and Anti-Submarine Warfare (ASW), including use of mid-frequency active (MFA) sonar.

The FONSI is based on analysis contained in a Comprehensive Environmental Assessment (EA) addressing environmental impacts associated with land-based training for Major Atlantic Fleet Training Exercises on the East and Gulf Coasts of the U.S.

The FONSH is based on analysis contained in a Comprehensive Overseas Environmental Assessment (OEA) and Supplement to the Comprehensive OEA (SOEA) for environmental impacts associated with Navy's conduct of major