

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****RTCA Special Committee 135;  
Environmental Conditions and Test  
Procedures for Airborne Equipment**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of RTCA Special Committee 135 meeting.

**SUMMARY:** The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 135: Environmental Conditions and Test Procedures for Airborne Equipment.

**DATES:** The meeting will be held November 2–3, 2005 starting at 9 a.m.

**ADDRESSES:** The meeting will be held at RTCA, 1828 L Street, NW., Suite 805, Colson Board Room, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** (1) RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site <http://www.rtca.org>.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 135 meeting. The agenda will include:

- March 2–3:
- Opening Plenary Session (Welcome and Introductory Remarks).
- Approval of Summary from the Forty-Fifth Meeting.
- RTCA Paper No. 099–05/SC135–650.
- Review Results of EUROCAE ED–14 Meeting.
- Discuss Options and Directions of DO–160 User Guide.
- Review Status of Working Group 16.
- Review Status of Working Group 21.
- Review Change Proposals for all other Sections.
- Review Schedule to Release DO–160F.
- Closing Plenary Session (New/Unfinished Business, Date and Place of Next Meeting).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Dated: Issued in Washington, DC, on October 5, 2005.

*Natalie Ogletree,*

*FAA General Engineer, RTCA Advisory Committee.*

[FR Doc. 05–20632 Filed 10–13–05; 8:45 am]

**BILLING CODE 4910–13–M**

**DEPARTMENT OF TRANSPORTATION****Federal Highway Administration****Environmental Impacts Statement:  
Yamhill County, OR**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing a notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Yamhill County, Oregon.

**FOR FURTHER INFORMATION CONTACT:** Elton Chang, PE, Environmental Coordinator, FHWA Oregon Division, 530 Center Street NE., Suite 100, Salem, OR 97301, (503) 399–5749, [elton.chang@fhwa.dot.gov](mailto:elton.chang@fhwa.dot.gov).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Oregon Department of Transportation (ODOT), will prepare a Design (Tier 2) Environmental Impact Statement (EIS) on a proposal to construct the Newberg Dundee Bypass (Bypass), in Yamhill County, Oregon. The proposed Bypass project is a part of the Newberg Dundee Transportation Improvement Project (NDTIP), which seeks to improve regional and local transportation along the Oregon Highway 99W corridor in the Newberg and Dundee area by reducing traffic congestion. The proposed Bypass project area encompasses a section of OR Highway 99W that extends northeast across Yamhill County from the OR Highway 99W/OR Highway 18 intersection near Dayton to Rex Hill east of the City of Newberg. The eastern terminus is located at OR Highway 99W mile post 20.08. The western terminus is located where OR Highway 99W intersects with Oregon 18 at OR Highway 18 mile post 51.84.

FHWA and ODOT are conducting the environmental analysis of the Bypass in a two-tiered NEPA process. The Tier 1 work, which was the subject of a Location Environmental Impact Statement LFEIS, identified feasible alternative corridors for the Bypass project, and culminated in a Record of Decision on the preferred corridor alternative. This Preferred Alternative will be carried forward through the Tier

2, DEIS analysis for more detailed study. The Tier 2 work will involve further refinement of the Preferred Alternative, including locating the Bypass within the preferred corridor, evaluation of detailed engineering options, and additional environmental analysis.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand and to reduce congestion. Traffic congestion and travel delays have reached unacceptable levels for those who live and work in or travel through Newberg, Dundee and the surrounding areas. By 2025, Newberg and Dundee are expected to have congestion in their downtowns for over 14 hours a day. The 2002 peak period travel time between East Newberg and Dayton is about 25 minutes. Without the Bypass the travel time in 2025 will be 40 minutes on OR Highway 99W. If the Bypass were constructed the travel time between East Newberg and Dayton on OR Highway 99W would be 19 minutes and the travel time on the Bypass would be 12 minutes.

ODOT uses volume to capacity ratios to measure the levels of mobility on state highways. The ratios show the volume of traffic over the capacity of the highway to handle traffic. When the ratio approaches 1.0 the entire capacity of the highway is being used and the highway is very congested. At this point even minor disruptions in flow can cause severe backups. The v/c ratios for most of the major intersections on OR Highway 99W in Newberg and Dundee exceeded 1.0 in 2002 during peak travel periods. ODOT's policy and the goal set by the Newberg Dundee Transportation Improvement Project Oversight Steering Team for urban highways is a volume to capacity ratio of 0.75.

Newberg and Dundee want to make their downtowns more pedestrian friendly. Noise levels measured on the sidewalk in Newberg in 2002 were 72 decibels. This is loud enough to require that people need to raise their voices to converse. The heavy truck traffic through town is the source of most of the noise. Truck traffic also adds to the congestion in the towns. By 2025, Dundee is expected to have about 3,700 freight trips per day rumbling through town and Newberg is expected to have 4,400 freight trips per day.

Alternatives under consideration include alternatives within the approved corridor and the No Build alternative for comparison purposes and various design options.

Letters describing the proposed action and soliciting comments related to this proposed action will be sent to Federal, State and local agencies, and to private

organizations and citizens who have previously expressed or are known to have interest in this proposal. A public meeting will be held on October 11, 2005, in Newberg, Oregon to initiate the DEIS scoping process and present project information. ODOT expects to publish a draft DEIS by the end of 2006. After publication of the draft DEIS, a minimum of 30 days will be scheduled for a public comment period. In addition, a public hearing will be held on the draft DEIS. Public notice will be given of the time and location of the meeting and public hearing. The draft DEIS will be available for public and agency review and comment prior to the public hearing. No formal scoping meeting will be held.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the DEIS should be directed to the FHWA at the address provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities shall apply to this program.)

For additional details on the Newberg-Dundee Bypass Project and how to get involved, please use our project Internet Web site: <http://www.newbergdundeebypass.org>.

If you do not have Internet access, please call David Stocker at (503) 963-7891 to be placed on a mailing list for newsletters and meeting notices.

Dated: Issued on October 4, 2005.

**Elton Chang,**

*Environmental Coordinator, Oregon Division, FHWA.*

[FR Doc. 05-20562 Filed 10-13-05; 8:45 am]

**BILLING CODE 4910-22-M**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2005-22694]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel DOROTHY JEAN.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the

Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-22694 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

**DATES:** Submit comments on or before November 14, 2005.

**ADDRESSES:** Comments should refer to docket number MARAD-2005 22694. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except Federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

#### FOR FURTHER INFORMATION CONTACT:

Sharon Cassidy, U.S. Department of Transportation, Maritime Administration, MAR-830 Room 7201, 400 7th Street, SW., Washington, DC 20590. Telephone 202-366-5506.

**SUPPLEMENTARY INFORMATION:** As described by the applicant the intended service of the vessel DOROTHY JEAN is:

*Intended Use:* "I would like to run a small scenic tour business in the Castine, Maine area. I would use this vessel to take no more than 6 people on tours of the harbor, and show them how to catch lobster."

*Geographic Region:* Penobscot Bay, Maine.

Dated: October 7, 2005.

By order of the Maritime Administrator.

**Joel C. Richard,**

*Secretary, Maritime Administration.*

[FR Doc. 05-20585 Filed 10-13-05; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket Number 2005 22695]

#### Requested Administrative Waiver of the Coastwise Trade Laws

**AGENCY:** Maritime Administration, Department of Transportation.

**ACTION:** Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ESPIRITU.

**SUMMARY:** As authorized by Public Law 105-383 and Public Law 107-295, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below. The complete application is given in DOT docket 2005-22695 at <http://dms.dot.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with Public Law 105-383 and MARAD's regulations at 46 CFR part 388 (68 FR 23084; April 30, 2003), that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

**DATES:** Submit comments on or before November 14, 2005.

**ADDRESSES:** Comments should refer to docket number MARAD-2005 22695. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW., Washington, DC 20590-0001.