

directions, maps, and nearby hotels may be found by accessing the RTCA Web site.

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 189/EUROCAE Working Group 53 meeting.

Meeting Objectives

- Resolve all comments and issues to complete the Safety and Performance Requirements Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace by July 26, 2006 for final review and consultation.
- Resolve all comments and issues to complete the FANS 1/A-ATN Interoperability Standard by July 26, 2006 for final review and consultation.
- Agree on a work statement for SC-189/WG-53 that details work items and milestones.

The plenary agenda will include:

- June 20:
 - Opening Plenary Session (Welcome, Introductions, and Administrative Remarks, Review and approval of Agenda and Meeting Minutes) Administrative.
 - SC-189/WG-53 co-chair progress report and review of work program.
 - Determine and agree to breakout groups if necessary.
- June 21-22:
 - Breakout groups, as agreed, and plenary debriefs, as necessary.
- June 23:
 - Debrief on progress for the week.
 - Closing Plenary Session (Review schedule and new action items. Any other business, Adjourn).

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.

Issued in Washington, DC, on May 3, 2006.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. 06-4363 Filed 5-10-06; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Brunswick and New Hanover Counties, NC

AGENCY: Federal Highway Administration (FHWA).

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Brunswick and New Hanover Counties, North Carolina.

FOR FURTHER INFORMATION CONTACT:

Clarence W. Coleman, PE., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Suite 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 856-4346.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT) and the North Carolina Turnpike Authority (NCTA), will prepare an environmental impact statement (EIS) on a proposal to construct a multi-lane highway facility in Brunswick and New Hanover Counties, North Carolina. Known as the Cape Fear Skyway, the proposed improvement would extend from US 17 in Brunswick County, near the community of Bishop, to US 421 in the city of Wilmington for a distance of approximately 9.5 miles. The project would include a crossing of the Cape Fear River.

The proposed highway facility is considered necessary as a means to improve regional traffic flow, enhance access to the North Carolina Ports, improve emergency service response times and facilitate emergency evacuation. Preliminary alternatives to be evaluated include (1) taking no action (2) Transportation System Management (TSM); (3) Transportation Demand Management (TDM); (4) Mass Transit; and (5) constructing a multi-lane facility on new location with full control of access. Incorporated into and studied with the various build alternatives will be design variations of grade and alignment. The EIS will address environmental, social, and economic impacts associated with the development of the proposed action.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an

interest in this proposal. A series of public meetings will be held in the vicinity of the project throughout the development of the EIS. In addition, a public hearing will be held. Public notice will be given of the time and place of the meetings and hearing. The draft EIS will be available for public and agency review and comment prior to any public hearings being 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 EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 4, 2006.

Clarence W. Coleman,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 06-4367 Filed 5-10-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Sampson, Duplin, and Cumberland Counties, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that we are rescinding the Draft Environmental Impact Statement for a proposed highway project in Sampson, Duplin, and Cumberland Counties, North Carolina

FOR FURTHER INFORMATION CONTACT:

Clarence W. Coleman, P.E., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina 27601-1418, Telephone: (919) 856-4346.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the North Carolina Department of Transportation (NCDOT), is rescinding the Draft Impact Environmental Statement (DEIS) for the proposed NC 24 improvements from 2.8 miles east of I-95 to I-40. In June, 1994, the DEIS for the project was approved, published, and made available for public review. The DEIS evaluated in detail twelve (12) Build alternatives.

Following a corridor public hearing in November 1994, a preferred alternative was selected. Subsequently, preliminary design and wetland delineation commenced for the preferred alternative. The results of the wetland delineation indicated that the project would require extensive wetland takings, far more than originally anticipated in earlier studies. As a result of these findings, the U.S. Army Corps of Engineers and other resource agencies indicated that other alternatives should be studied to minimize natural resource impacts. Based on the comments received from various Federal and state agencies the FHWA and NCDOT have agreed not to prepare a Final EIS for the proposed NC 24 improvements from 2.8 miles east of I-95 to I-40.

FHWA and NCDOT are in the process of finalizing the development of a new draft EIS for the proposed project. The new Draft EIS will include full range of alternatives that may utilize sections of existing NC 24 to minimize impacts to natural resources.

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 EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: May 4, 2006.

Clarence W. Coleman,

Operations Engineer, Raleigh, North Carolina.

[FR Doc. 06-4368 Filed 5-10-06; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

Voluntary Intermodal Sealift Agreement (VISA)/Joint Planning Advisory Group (JPAG)

AGENCY: Maritime Administration, DOT.

ACTION: Synopsis of March 28, 2006, meeting with VISA participants.

The VISA program requires that a notice of the time, place, and nature of each JPAG meeting be published in the **Federal Register**. The full text of the VISA program, including these requirements, is published in 70 FR

55947-55955, dated September 23, 2005.

On March 28, 2006, the Maritime Administration (MARAD) and the U.S. Transportation Command (USTRANSCOM) co-hosted a meeting of the VISA JPAG at USTRANSCOM, Scott Air Force Base, Illinois. Meeting attendance was by invitation only, due to the nature of the information discussed and the need for a government-issued security clearance. Of the 52 U.S.-flag carrier corporate participants enrolled in the VISA program 19 companies participated in the JPAG meeting. Two representatives for maritime labor also participated in the meeting. In addition, representatives from MARAD and the Department of Defense attended the meeting.

Brig Gen Paul Selva, USAF, TCJ3, USTRANSCOM, and James Caponiti, Associate Administrator for National Security, MARAD, welcomed the participants. Brig Gen Selva noted that he maintains a deep appreciation of the capabilities the maritime industry delivers to support DOD sealift logistics. Mr. Caponiti remarked that while some progress has been made in recent JPAG meetings regarding the findings of DOD's Mobility Capabilities Study (MCS), future JPAG meetings should provide a more focused operational perspective on how the maritime industry will be able to respond to the MCS assumptions.

The purpose of the JPAG meeting was to brief participants on USTRANSCOM's Turbo Distribution Exercise 2006 and to provide an overview of the Department of Defense's Operations Plan (OPLAN). There was also a discussion related to activation of JPAG participants' capacity and intermodal resources to support the OPLAN.

The following VISA companies participated in the March 28, 2006 JPAG meeting: American President Lines, Ltd.; American Roll-On Roll-Off Carrier, LLC; American Shipping Group; APL Marine Services, Ltd.; APL Maritime Ltd; Central Gulf Lines, Inc.; CP Ships USA, LLC; Crowley Liner Services, Inc.; Crowley Marine Services, Inc.; Farrell Lines Incorporated; Fidelio Limited Partnership; Liberty Global Logistics, LLC; Liberty Shipping Group Limited Partnership; Maersk Line, Limited; Matson Navigation Company, Inc.; Patriot Shipping, LLC; Patriot Titan, LLC; Sealift Inc.; and Waterman Steamship Corporation.

FOR FURTHER INFORMATION CONTACT: Mr. Taylor E. Jones II, Director, Office of Sealift Support, (202) 366-2323.

(Authority: 49 CFR 1.66).

By Order of the Maritime Administrator.

Dated: May 5, 2006.

Joel C. Richard,

Secretary.

[FR Doc. E6-7156 Filed 5-10-06; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-55 (Sub-No. 667X)]

CSX Transportation, Inc.— Abandonment Exemption—in Harlan County, KY

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments* to abandon a 12.56-mile rail line on its Southern Region, Huntington Division-West, Cumberland Valley Subdivision, from milepost OWH 258.5 to the end of the track at milepost OWH-271.06, in Harlan County, KY. The line traverses United States Postal Service Zip Codes 40828, 40843 and 40927.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) any overhead traffic can be rerouted over other lines; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment and discontinuance shall be protected under *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on June 10, 2006, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised