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Background

The Notice of Intent To Prepare a Supplemental EIS for the proposed action was published in the **Federal Register** at 74 FR 39136, August 5, 2009 and the Draft Supplemental EIS was published in the **Federal Register** at 74 FR 60310, November 20, 2009. The Draft and Final Supplemental EIS, application materials and associated comments are available on the docket at <http://www.regulations.gov> under docket number USCG–2006–24644. Information from the “Summary of the Application” from previous **Federal Register** notices is included below for your convenience.

Proposed Action and Alternatives

The proposed action requiring environmental review is the Federal licensing of the proposed deepwater port described in the “Summary of the Application” below. The alternatives to approving and licensing the proposed port are: (1) Approving and licensing with conditions (including conditions designed to mitigate environmental impact), or (2) denying the application, which for purposes of environmental review is the “no-action” alternative. These alternatives are more fully discussed in the FSEIS. The Maritime Administration and the U.S. Coast Guard are the lead Federal agencies for the preparation of the Supplemental EIS. You may address any questions about the proposed action or the FSEIS to the Maritime Administration project manager or the U.S. Coast Guard project manager, both are identified in **FOR FURTHER INFORMATION CONTACT**.

Summary of the Application

TORP Terminal LP proposes to own, construct, and operate a deepwater port, the Bienville Offshore Energy Terminal (BOET), in the Federal waters of the Outer Continental Shelf on Main Pass block MP 258, located approximately 63 miles south of Mobile Point, Alabama, in a water depth of approximately 425 feet. The proposed BOET deepwater port would be capable of mooring a single LNG carrier (LNGC) of up to approximately 265,000 cubic meters

(m3) (8.8 million cubic feet [ft3]) in capacity.

The LNGC would be off-loaded using a HiLoad LNG off-loading and regasification unit (HiLoad), which is proprietary technology consisting of a remotely operated floating LNG transfer and regasification unit that connects to the hull of the LNGC. The HiLoad unit would regasify the LNG and deliver the gas via flexible gas pipes to the floating regasification unit (FRU) located approximately 300 meters (984 ft) from the HiLoad unit. Ambient air vaporizers (AAVs) with methanol as an intermediate fluid (IF) would be located aboard the FRU and would provide the heat required to regasify the LNG as part of a closed-loop vaporization system design.

At the FRU, the gas would be metered and sent out via interconnect pipelines to four existing offshore pipelines (Dauphin Natural Gas Pipeline, Williams Natural Gas Pipeline, Destin Natural Gas Pipeline, and Viosca Knoll Gathering System [VKGS] Gas Pipeline) that connect to the onshore natural gas transmission pipeline system. Natural gas would be delivered to customers through existing facilities. BOET would have an average throughput capacity of 1.2 billion standard cubic feet of gas per day (Bscfd) (33.9 million cubic meters of gas per day [m3/day]).

BOET’s major components would include a turret mooring system (TMS), a FRU, a HiLoad unit, two mooring lines that connect the HiLoad to the FRU, two high pressure (HP) flexible gas pipes, two floating IF hoses, two umbilicals, and 22.7 mi (36. km) of new subsea pipelines.

No new onshore pipelines or LNG storage facilities are proposed as part of the construction and operation of BOET. A shore-based facility will be used to facilitate movement of personnel, equipment, supplies, and disposable materials between the terminal and shore.

BOET will require permits from the U.S. Environmental Protection Agency pursuant to the provisions of the Clean Air Act, as amended, and the Clean Water Act, as amended.

Should a license be issued, construction of the deepwater port would be expected to take thirty (30) months, with startup of commercial operations anticipated for 2014. The deepwater port, if licensed, would be designed, constructed, and operated in accordance with applicable codes and standards and would have an expected operating life of approximately 25 years.

Privacy Act

The electronic form of all comments received into the Federal Docket Management System can be searched by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The DOT Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or you may visit <http://www.regulations.gov>.

Authority: 49 CFR 1.66.

Dated: March 15, 2010.

By Order of the Maritime Administrator.

Christine Gurland,

Secretary, Maritime Administration.

[FR Doc. 2010–6125 Filed 3–19–10; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD–2010 0023]

Inventory of U.S.-Flag Launch Barges

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Inventory of U.S.-Flag Launch Barges.

SUMMARY: The Maritime Administration is updating its inventory of U.S.-flag launch barges. Additions, changes and comments to the list are requested. Launch barge information may be found at http://www.marad.dot.gov/ships_shipping_landing_page/domestic_shipping/launch_barge_program/Launch_Barge_Program.htm.

DATES: Any comments on this inventory should be submitted in writing to the contact person by April 21, 2010.

FOR FURTHER INFORMATION CONTACT: Joann Spittle, Office of Cargo Preference and Domestic Trade, Maritime Administration, MAR–730, 1200 New Jersey Avenue, SE., Washington, DC 20590. Telephone 202–366–5979 or 800–9US–FLAG; e-mail: Joann.Spittle@dot.gov.

SUPPLEMENTARY INFORMATION: Pursuant to 46 CFR Part 389 (Docket No. MARAD–2008–0045) Determination of Availability of Coastwise Qualified Launch Barges, the Interim Final Rule requires that the Maritime Administration publish a notice in the **Federal Register** requesting that owners or operators (or potential owners or operators) of coastwise qualified launch barges notify us of: (1) Their interest in participating in the transportation and,

if needed, the launching or installation of offshore platform jackets; (2) the contact information for their company; and, (3) the specifications of any currently owned or operated coastwise qualified launch barges or plans to construct same. In addition, we are also seeking information on non-coastwise

qualified (U.S.-flag) launch barges as well.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association,

business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

Dated: March 15, 2010.

By Order of the Maritime Administrator.

Christine Gurland,

Acting Secretary, Maritime Administration.

REPORTED U.S.-FLAG LAUNCH BARGES
[March 2009]

Vessel name	Owner	Built	Length (ft.)	Beam (ft.)	DWT (L.T.)	Approx launch capacity (L.T.)	Coastwise qualified
Julie B	Crowley Marine Services	2008	400	130	23,600	23,100	X
Marty J	Crowley Marine Services	2008	400	105	19,226	18,766	X
Barge 455-3	Crowley Marine Services	2008	400	105	19,226	18,766	X
Barge 400L	Crowley Marine Services	1997	400	100	19,646	19,146	X
Barge 500-1	Crowley Marine Services	1982	400	105	16,397	15,897	X
Barge 410	Crowley Marine Services	1974	400	99.5	12,035	11,535	X
Barge 416	Crowley Marine Services	1975	400	99.5	12,035	11,535	X
Barge 420	Crowley Marine Services	1975	400	99.5	10,700	6,000	
MWB 403	HMC Leasing, Inc.	1979	400	105	16,322	6,800	X
H-851	Heerema Shipping	1987	853	206.7	128,452	60,000	
H-114	Heerema Shipping	1982	525	137.8	39,226	25,000	
H-122	Heerema Shipping	1978	400	100	16,788	5,500	
H-541	Heerema Shipping	2000	540	138	41,067	20,500	
H-627	Heerema Shipping	1978	580	160	51,829	26,000	
McDermott Tideland 021	J. Ray McDermott, Inc.	1980	240	72	4,700	2,200	X
McDermott Tideland No. 012	J. Ray McDermott, Inc.	1973	240	72.2	4,217	4,000	X
McDermott Tideland No. 014	J. Ray McDermott, Inc.	1973	240	72.2	4,217	4,000	X
McDermott Tideland 020	J. Ray McDermott, Inc.	1980	240	72	5,186	5,000	X
McDermott Tideland 021	J. Ray McDermott, Inc.	1981	240	72	5,186	5,000	X
INTERMAC 600	J. Ray McDermott, Inc.	1973	500	120	32,290	15,600	
MARMAC 400	McDonough Marine Service	2001	400	99'-9"	10,861	4,400	X
MARMAC 300	McDonough Marine Service	1998	300	100	10,267	4,200	X
MARMAC 22	McDonough Marine Service	2003	260	72	5,198	2,400	X
MARMAC 21	McDonough Marine Service	2002	260	72	5,120	2,400	X
MARMAC 20	McDonough Marine Service	1999	250	72	4,943	2,200	X
MARMAC 19	McDonough Marine Service	1999	250	72	4,765	2,200	X
MARMAC 18	McDonough Marine Service	1998	250	72	4,765	2,200	X
MARMAC 17	McDonough Marine Service	1997	250	72	4,765	2,200	X
MARMAC 16	McDonough Marine Service	1995	250	72	4,765	2,200	X
MARMAC 15	McDonough Marine Service	1995	250	72	4,765	2,200	X
MARMAC 12	McDonough Marine Service	1994	250	72	4,765	2,200	X
MARMAC 11	McDonough Marine Service	1994	250	72	4,765	2,200	X
MARMAC 9	McDonough Marine Service	1993	250	72	4,765	2,200	X
COLUMBIA NORFOLK	Moran Towing	1982	329' 3 1/2"	78	8,035.7	8,000	X

[FR Doc. 2010-6146 Filed 3-19-10; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Public Meeting With Interested Persons To Discuss the Proposed AC 20-42D, Hand Fire Extinguishers for Use in Aircraft

ACTION: Notice of public meeting.

SUMMARY: The Federal Aviation Administration (FAA) will hold an informational meeting to discuss the content and comments received regarding proposed advisory circular (AC) 20-42D, Hand Fire Extinguishers for use in Aircraft.

Background: Beginning in 2006, the FAA asked the International Aircraft Systems Fire Protection Working Group (IASFPWG) to draft a revision to the current AC 20-42C, issued on March 1984, by incorporating updated guidance for the fire-fighting effectiveness, selection, location, mounting and safe-use of hand fire extinguishers in aircraft. The proposed AC also identifies three FAA approved replacement agents for Halon 1211 and establishes an FAA approved minimum performance standard (MPS) for halon replacement agents which includes a hidden fire test and a seat fire/toxicity test. We also recommend that users of halon extinguishers transition to using these new halocarbon clean replacement agents in hand-held fire extinguishers. The AC also explains how to gain

certification for halocarbon clean agent extinguishers intended to replace Halon 1211 hand-held extinguishers.

Meeting Dates and Locations: The meeting is scheduled for the afternoon of May 19 and the morning of May 20, 2010 in London, England, and is open to all interested persons.

If you plan to attend the meeting, please notify us via the following e-mail address: *April.CTR.horner@faa.gov* before March 31, 2010. Specific information pertaining to the meeting locations and times will be forwarded to those who respond to the above e-mail address.

DATES: The meeting will be held on May 19-20, 2010, in London, England.

ADDRESSES: The address for the specific meeting will be provided at a later date to those individuals planning to attend.