

accordingly these meetings will be closed to the public.

Dated: January 3, 1995.

**Patricia L. Toppings,**

*Alternate OSD Federal Register Liaison Officer, Department of Defense.*

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**Defense Science Board/Defense Policy Board Task Force on Theater Missile Defense (TMD)**

**ACTION:** Notice of advisory committee meeting.

**SUMMARY:** The Defense Science Board/Defense Policy Board Task Force on Theater Missile Defense (TMD) will meet in closed session on January 17-18, 1995 in the Pentagon, Arlington, Virginia. In order for the Task Force to obtain time sensitive classified briefings, critical to the understanding

of the issues, this meeting is scheduled on short notice.

The mission of the Defense Science Board is to advise the Secretary of Defense through the Under Secretary of Defense for Acquisition and Technology on scientific and technical matters as they affect the perceived needs of the Department of Defense. At this meeting the Task Force will review the purposes of the U.S. theater missile defense effort, including the nature of the threat (types and quantities of missiles and payloads); how might it evolve; the degree of defense we seek; what we wish to defend; under what circumstances; and to what levels.

In accordance with Section 10(d) of the Federal Advisory Committee Act, P.L. No. 92-463, as amended (5 U.S.C. App. II, (1988)), it has been determined that this DSB Task Force meeting concerns matters listed in 5 U.S.C. § 552b(c)(1) (1988), and that accordingly this meeting will be closed to the public.

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**Department of the Army**

**Notice of Availability for Exclusive or Partially Exclusive Licensing of U.S. Patents**

**AGENCY:** Department of the Army, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** In accordance with 37 CFR 404.7(a)(1)(i), announcement is made of the following U.S. Patents for licensing. These patents are assigned to the United States of America as represented by the Secretary of the Army, Washington, DC. Any license granted shall comply with 35 U.S.C. 209 and 37 CFR Part 404.

Patent No.	Title	Issue date
5,316,412	Remote Controlled Underwater Joint and Crack Sealing	05/31/94
5,317,914	Hardened Data Acquisition System	06/07/94
5,139,959	Air Lubricated Penetrometer Rod System	06/14/94
5,323,681	Shaping Apparatus for an Explosive Charge	06/28/94
5,327,734	Passive-Active Thermosyphon	07/12/94
5,328,150	Digital Damper Actuator	07/12/94
5,335,298	Automated Extraction of Airport Runway Patterns from Radar Imagery	08/02/94
5,339,893	Apparatus for Containing Toxic Spills Employing Hybrid Thermosyphons	08/23/94
5,346,547	Method of Making Concrete Electrically Conductive for Eletromagnetic Shielding Purposes	09/12/94
5,351,529	Apparatus for Bench Testing a Governor	10/14/94
5,358,057	Modular Device for Collecting Multiple Fluid Samples From Soil Using a Cone Penetrometer	10/25/94
5,361,550	Moveable Hardened Air Form Dome-Shaped Structure for Containing Hazardous, Toxic, or Radioactive Airborne Releases.	11/08/94
5,361,642	Column-Based Stress Gauge	11/08/94
5,366,547	Settling Control for Alkali-Activated Silicate Binders	11/22/94

**ADDRESSES:** Humphreys Engineer Center Support Activity, Office of Counsel, 7701 Telegraph Road, Alexandria, VA 22315-3860.

**DATES:** Proposals for an exclusive or partially exclusive license must be submitted on or before May 10, 1995.

**FOR FURTHER INFORMATION CONTACT:** Patricia L. Howland or Alease J. Berry, (703) 355-2160.

**SUPPLEMENTARY INFORMATION:** UPS 5,316,412 is an apparatus which can inspect underwater structures such as dams, spillways, stilling basins, and other hydraulic structures, utilizing an underwater light and television camera, locate leaking cracks and joints, clean the work location, and inject a sealant to close the crack or joint.

USP 5,317,914 is a self contained autonomous data recording device which can record and store shock level data in high blast level situations in the neighborhood of 100,000 g's.

USP 5,319,959 is an apparatus which uses air to lubricate a cone penetrometer push rod allowing for deeper penetration of the penetrometer into the soil without adversely affecting instrument readings.

USP 5,323,681 is an apparatus for shaping an explosive charge to be used with an Explosively Formed Penetrator. The apparatus can be hand packed with explosive material without the necessity of pre-weighting; thereafter the molded explosive charge can be easily extracted.

USP 5,327,734 is a thermosyphon which can operate in a passive mode when the ambient air temperature is below that of the soil, or in an active mode with mechanical refrigeration assistance, but without the need for buried refrigeration circulation lines.

USP 5,328,150 is an apparatus for controlling a damper in an air duct of an HVAC system by directly utilizing the digital output of the HVAC

microprocessor controller to energize/de-energize magnetic coils.

USP 5,335,298 is a systematic procedure comprising a number of image processing steps which allow automated extraction of airport runway data from an original radar image of an airfield. In general, the invention is directed towards a method of extracting terrain features from an image formed by an array of pixels.

USP 5,339,893 is a hybrid thermosyphon which may be rapidly deployed to create a frozen soil barrier for containing toxic spills. The thermosyphon operates in the passive mode without the assistance of mechanical refrigeration or in the active mode with such assistance and provides a means for sensing the ambient air and soil temperatures for selectively operating the active refrigeration stage.

USP 5,346,547 is a method, apparatus, and article of manufacture for making

electrically conductive concrete articles used for electromagnetic shielding.

USP 5,351,529 is an apparatus for testing an electronic engine speed control governor separate from an engine and a connected load.

USP 5,358,057 an improved cone penetrometer for taking multiple samples of soil gas and ground water in such a way that the samples can not be contaminated with fluids, gasses, or soils carried by the penetrometer as it penetrates the soil.

USP 5,361,550 is an apparatus and method which provides a safe and secure environment for workers at a hazardous, toxic, or radioactive work site, provides for continuous operations at such a site regardless of weather conditions, and also, can act as a secondary containment structure preventing airborne release of hazardous, toxic, or radioactive particles.

USP 5,361,642 is a field-free stress gauge capable of dynamic or static response measurements in geological rock and soil formations, concrete, asphalt, or other materials. The gauge can also be incorporated and measure static stresses in building, bridges, and roads.

USP 5,366,547 provides a means for extending and controlling the settling time for alkali-activated silicate glass cements.

**Kenneth L. Denton,**

*Army Federal Register Liaison Officer.*

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## Department of the Navy

### Record of Decision for Realignment of Naval Air Station Lemoore, California

Pursuant to section 102(2) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations for implementing NEPA procedures (40 CFR 1500-1508), the Department of the Navy announces its decision to implement the realignment of Naval Air Station (NAS) Lemoore, California.

In accordance with the legislative requirements of the Base Closure and Realignment Act of 1990 (Public Law 101-510), as implemented by the 1993 Defense Base Closure and Realignment process (BRAC-93), the Navy has been directed to relocate mission and operations from NAS Miramar to NAS Lemoore, California. The majority of naval training at NAS Miramar will be relocated to NAS Lemoore.

A Draft Environmental Impact Statement was prepared for the action

and distributed to Federal, State, and local agencies and to interested individuals and groups. Public comments and Navy responses to those comments were incorporated into a Final Environmental Impact Statement (FEIS) which was distributed to the public for a review period that ended on January 3, 1995. Two letters of comment were received and both expressed concern about lack of schoolroom capacity.

The realignment will relocate 56 F-14 and 16 E-2 aircraft from NAS Miramar to NAS Lemoore, resulting in an increase of 72 aircraft at NAS Lemoore. The number of permanent-party personnel necessary to support, service, and maintain new aircraft and flight operations and apprentice school training will increase by approximately 3,990 and the number of civilian personnel will increase by 484 over the period from 1995 through 1998. The number of school age students in grades kindergarten through 12 is expected to increase by approximately 2,300 by 1998. About 98 military construction (MILCON) projects are required to accommodate the realignment at NAS Lemoore. The projects include upgrades of existing facilities, construction of new facilities to support new aircraft operations and maintenance functions, and new housing and temporary quarters for the increased number of students and permanent-party personnel. Approximately 1,936 of the personnel relocating to NAS Lemoore will live off-station and reside primarily in the nearby Lemoore and Hanford communities. In addition to the construction and renovation projects, future establishment of a Lemoore Military Operations Area (MOA) and two Air Traffic Control Assigned Spaces (ATCAAs) were addressed in the EIS. The Lemoore MOA would extend approximately 23 miles northwest of NAS Lemoore and 37 miles southeast to include approximately 2,055 square miles of airspace. The ATCAAs would be implemented within the geographic boundaries of the MOA. The Lemoore MOA and the ATCAAs would designate airspace for military training activities. The Navy will apply to the Federal Aviation Administration (FAA) for formal designation of the MOA and ATCAAs.

The Defense Base Closure and Realignment Act waived certain aspects of NEPA such that the environmental analysis need not consider the no-action alternative (no realignment), nor other realignment locations. Alternative means of accommodating the mandated BRAC-93 realignment at NAS Lemoore that were considered, but eliminated

from detailed analysis, include retrofitting and remodeling existing structures and the use of rental units outside NAS Lemoore. Sites considered at NAS Lemoore for the new facilities/renovations avoided environmentally sensitive areas, and were selected based on the following functional considerations: adequacy of existing structures for the proposed uses, availability of utilities, and proximity of the structure/site to existing and related facilities, such as hangars, warehouses, classrooms, administrative offices, housing and recreational facilities.

There will be no significant impacts to air traffic either in the existing operating areas used for training or from the implementation of the MOA and the two ATCAAs. Rerouting of non-participating aircraft around the MOA boundaries, however, may be necessary during time of MOA use. The NAS Lemoore air traffic facility will be responsible for routing military and civilian general aviation aircraft around the MOA. The FAA will be responsible for rerouting commercial flights when the MOA or ATCAAs are activated. The number of aircraft requiring rerouting is projected to be small and no impacts to public health and safety will result from the implementation of the MOA or ATCAAs.

There will be no significant impacts to surface water or wetlands. There will be no significant impacts to groundwater or potable water resources as a result of the realignment.

The action will increase total flight operations at NAS Lemoore, but will not produce a significant change in ambient noise levels on-station or in surrounding communities. Appropriate noise level reduction measures will be incorporated into Bachelor Enlisted Quarter (BEQ) and Bachelor Officer Quarter (BOQ) facilities to ensure appropriate interior noise levels. Construction activity near residential areas will be limited to normal daytime working hours to minimize temporary construction noise impacts.

The BRAC action will result in significant mitigatable air quality impacts related to construction activities, added stationary emission sources, added aircraft flight operations, added motor vehicle traffic, and added area sources (building and landscape maintenance, space heating, etc.). No new violations of national ambient air quality standards are anticipated as a result of the BRAC action. Mitigation measures will be implemented to reduce the potential for localized dust conditions at construction sites to ensure compliance with the San Joaquin Valley Unified Air Pollution Control