DEPARTMENT OF DEFENSE

Department of the Army

Availability of U.S. Patents for Non-Exclusive, Exclusive, or Partially-Exclusive Licensing

AGENCY: U.S. Army, DoD.

ACTION: Notice.

SUMMARY: In accordance with 37 CFR 404.6, announcement is made of the availability of the following U.S. patent for non-exclusive, partially exclusive or exclusive licensing. The listed patent has been assigned to the United States of America as represented by the Social Security of the Army, Washington, DC.

This patent covers a wide variety of technical arts including: A new type of fire extinguisher, a new type of shaped charge.

Under the authority of section 11(a)(2) of the Federal Technology Transfer Act of 1986 (Public Law 99–502) and section 207 of Title 35, United States Code, the Department of the Army as represented by the U.S. Army Research Laboratory wish to license the U.S. patent listed below in a non-exclusive, exclusive or partially exclusive manner to any party interested in manufacturing, using, and/or selling devices or processes covered by this patent.

Title: Apparatus for Preparing and Disseminating Novel Fire Extinguishing Agents.

Inventors: Anthony E. Finnerty, Warren W. Hillstorm and Lawrence J. Vande Kieft.

Patent Number: 5,934,380.

Issued Date: August 10, 1999.

Title: Method for Dispersing a Jet from a Shaped Charge Liner Via Multiple Detonators.

Inventors: William Walters and Richard Summers.

Patent Number: 5,939,663.

Issued Date: August 17, 1999.

FOR FURTHER INFORMATION CONTACT: Michael Rausa, Technology Transfer Office, AMSRL–CS–TT, U.S. Army Research Laboratory, Aberdeen Proving Ground, MD 21005–5055; tel: (410) 278–5028; fax: (410) 278–5820.

SUPPLEMENTARY INFORMATION: None.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 99–25532 Filed 4–30–99; 8:45 am]

BILLING CODE 3710–08–M

DEPARTMENT OF DEFENSE

Department of the Army

Availability of U.S. Patents for Non-Exclusive, Exclusive, or Partially-Exclusive Licensing

AGENCY: U.S. Army, DoD.

ACTION: Notice.

SUMMARY: In accordance with 37 CFR 404.6, announcement is made of the availability of the following U.S. patent for non-exclusive, partially exclusive or exclusive licensing. The listed patent has been assigned to the United States of America as represented by the Secretary of the Army, Washington, D.C.

This patent covers a wide variety of technical arts including: An Ulta-Wide Bandwidth Field Stacking Balun.

Under the authority of Section 11(a)(2) of the Federal Technology Transfer Act of 1986 (Pub. L. 99–502) and Section 207 of Title 35, United States Code, the Department of the Army as represented by the U.S. Army Research Laboratory wish to license the U.S. patent listed below in a non-exclusive, exclusive or partially exclusive manner to any party interested in manufacturing, using, and/or selling devices or processes covered by this patent.

Title: Ulta-Wide Bandwidth Field Stacking Balun.

Inventor: John W. McCorkle.

Patent Number: 5,945,890.

Issued Date: August 31, 1999.

FOR FURTHER INFORMATION CONTACT: Norma Cammaratta, Technology Transfer Office, AMSRL–CS–TT, U.S. Army Research, Laboratory, Adelphi, MD 20783–1197 tel: (301) 394–2952; fax: (301) 394–5818.

SUPPLEMENTARY INFORMATION: None.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 99–25531 Filed 9–30–99; 8:45 am]

BILLING CODE 3710–08–M

DEPARTMENT OF DEFENSE

Corps of Engineers; Department of the Army

Availability of the Draft Environmental Impact Statement for the New York and New Jersey Harbor Navigation Study

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

ACTION: Notice of Availability.

SUMMARY: The New York District of the U.S. Army Corps of Engineers has prepared a Draft Environmental Impact Statement (DEIS) for the New York and New Jersey Harbor Navigation Study. The purpose of the study is to establish and evaluate the range of navigation channel development alternatives and to identify the National Economic Development (NED) and recommend a plan. The Draft Environmental Impact Statement (DEIS) was prepared to evaluate those alternatives identified in the Feasibility Report. Additional information on the study is provided in the **SUPPLEMENTARY INFORMATION** section as indicated below.

DATES: The DEIS will be available for public review on or about October 1, 1999. The review period of the document will be for forty five days from the publication date of the DEIS. To request a copy of the DEIS please call (212) 264–5746.

FOR FURTHER INFORMATION CONTACT: For further information regarding the DEIS, please contact Jenine Gallo, Project Biologist, telephone (212) 264–0912, Planning Division, ATTN: CENAN-PL-EA, Corps of Engineers, New York District, 26 Federal Plaza, New York, New York, 10278–0090.

SUPPLEMENTARY INFORMATION:

1. A DEIS for the New York and New Jersey Harbor Navigation Study was prepared and the study was authorized by Section 435 of the Water Resources Development Act (WRDA) of 1996. The section reads: The Secretary shall conduct a comprehensive study of navigation needs at the Port of New York-New Jersey (including the South Brooklyn Marine and Red Hook Terminals, Staten Island, and adjacent areas) to address improvements, including deepening of existing channels to depths of 50 ft or greater, that are required to provide economically efficient and environmentally sound navigation to meet current and future requirements.

2. The existing depths of the Harbor's navigation channels, anchorages, and berthing areas are insufficient to allow the safe and timely passage of economically efficiently loaded containerships and liquid bulk vessels (tankers) willing to call on container terminals and bulk cargo facilities in the region, and the oil refineries/terminals, located primarily on the Arthur Kill. The current mode of operation calls for the tankers to lighter off in anchorages or at sea and, at reduced operating draft, and enter the channel during high tides. Containerships must be loaded to less than their design capacity at their prior ports of call and sail without a full load, or off-load at deeper-draft ports prior to calling on the Harbor. The proposed project plans were analyzed in the Feasibility Report, which is included