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

with the Draft Environmental Impact Statement. The Recommended Plan (also the NED plan) for the New York and New Jersey Harbor Navigation Study has been divided into the following paths which have the Ambrose and Anchorage Channels as common elements and is as follows:

a. The Ambrose and Anchorage channels combined form the main entrance channels to the Port of New York and New Jersey. Extending from the Atlantic Ocean through the Lower Bay; they are currently maintained at depths of 45-ft MLW. The District recommends deepening the Ambrose channel to a depth of 53-ft MLW and the Anchorage channel to a depth of 50-ft MLW.

b. The Kill Van Kull and Newark Bay Channels are currently maintained at a depth of 40-ft MLW, and are under construction to 45-ft MLW. The evaluation of the navigation alternatives assumes these channels will be at a depth of 45-ft MLW. The District recommends deepening the Kill Van Kull and Newark Bay channels to a depth of 52-ft MLW.

c. The Port Jersey Channel extends from the Upper Bay's Anchorage Channel to the Global Marine Terminal and the Military Ocean Terminal in Bayonne, New Jersey. Some of the Port Jersey Channel is currently at a depth of 38-ft MLW, although the present study assumes that the channel will be dredged to its authorized depth of 41-ft MLW. The District recommends a depth of 52-ft MLW.

d. The Bay Ridge Channel, which extends along the western shore of Brooklyn, allows ship access to the South Brooklyn Marine Terminal. This channel is currently maintained at a depth of 40-ft MLW and the District recommends deepening this channel to a depth of 50-ft MLW.

e. The Arthur Kill Channel is currently at a depth of 35-ft MLW, although the present study assumes that the channel will be dredged to its authorized depth of 41-ft MLW. The District recommends deepening this Channel to the Howland Hook Marine Terminal to a depth of 52-ft MLW.

3. Following excavation, with the exception of the Ambrose Channel, all project channels will be maintained at a depth of 50-ft MLW. The Ambrose Channel will be maintained at a depth of 53-ft MLW.

4. Potential impacts, including indirect and cumulative impacts, were evaluated in the DEIS for the proposed action and the other action alternatives. The analysis indicates that short-term adverse environmental impacts, such as benthic habitat disruption, would be balanced by beneficial impacts, such as revitalization of the maritime industry and permanent removal of contaminated material from the aquatic ecosystem.

5. The DEIS has been prepared under the direction of the USACE in accordance with the National Environmental Policy Act (NEPA) of 1969 and is submitted in compliance with NEPA and USACE regulations. The USACE is the Federal agency responsible for preparation of the DEIS because the project involves improvements and/or modifications to Federal navigation channels. The DEIS will be available for public review on or about October 1, 1999. The review period will be for forty-five (45) days from publication of this notice. The document may be obtained from the Army Corps of Engineers, Planning Division at the above address.

6. The New York and New Jersey Harbor portion of the Hudson-Raritan Estuary is located at the apex of the New York Bight. It serves as the port for the greater metropolitan New York area, providing maritime access to shipping via a network of channels and anchorages that have historically been dredged and maintained throughout the harbor. The Harbor is shallow, with natural depths of less than 30 ft, and has dredged areas as deep as 45 ft. The shoal and channel areas provide diverse habitats that are used by different species on a seasonal basis. The rivers and tidal straits that form part of the Harbor offer habitat with higher tidal currents. Taken together, the different habitat types provide a complex estuarine system that has been greatly influenced by human activities.

7. The Harbor comprises four large embayments: Upper New York Bay, Newark Bay, Lower New York Bay, and Raritan Bay. Upper New York Bay and Lower New York Bay are separated by a constriction: the Verrazano Narrows. Newark Bay, the smallest of the four, is linked to the other embayments by narrow, natural channels. Newark Bay is connected to Upper New York Bay by the Kill Van Kull, and to Raritan Bay/ Lower New York Bay by the Arthur Kill. The Harbor also contains a network of public and private channels and berths, including those constructed and maintained by agencies of Federal, state, and local governments and by private companies.

8. The New York and New Jersey Harbor is an estuary, a semi-enclosed coastal body of water having a free connection with the open sea. It is thus strongly affected by tidal action, and within it seawater is mixed (and usually measurably diluted) with fresh water from land drainage. Estuaries are transition zones between freshwater and marine habitats. The core area of the New York and New Jersey Harbor estuary is the Hudson-Raritan estuary, which extends from the Piermont Marsh in New York State to the Sandy Hook-Rockaway Point Transect. This region of the Harbor includes the bi-state waters of Raritan Bay, Lower New York Bay, Upper New York Bay, Hudson River, Kill Van Kull, Arthur Kill, and smaller New Jersey tributaries such as the Passaic and Hackensack Rivers, which enter Newark Bay; the Raritan River, which enters Raritan Bay; and New York's East River, which enters Upper New York Bay at the southern end of Manhattan. The estuary, which includes approximately 298 square miles of surface water, has an average depth of 21 ft.

9. Habitat types found in the Harbor include; tidal rivers, salt and freshwater tidal marshes, woodlands, shallow bays, barrier beaches, and sand dunes. Water is the predominant habitat type. Salt and freshwater tidal marshes cover 180,000 acres in New Jersey and 25,000 acres in New York. The greatest percentage of the Harbor's marshes is located outside the proposed study area. The New York and New Jersey Harbor supports diverse and productive finfish, crustacean, and shellfish populations, with over 100 species of fish (many of commercial and recreational importance, commercially important crustaceans (including lobster and blue crab), and commercially important shellfish populations (including the clam, Mercenaria mercenaria). Over the last 100 years aquatic populations have experienced dramatic declines due to overfishing, deteriorating water quality, and loss of habitat. The leading commercial fisheries in the estuary are winter flounder, menhaden, bluefish, weakfish, blue crab, and baitfish. Ocean quahogs (clams), sea scallops, and blue mussels are commercially valuable shellfish.

10. The waterways are intensively used navigation channels, and with the recent dredging and re-opening of the Howland Hook Marine Terminal and deepening of the Kill Van Kull/Newark Bay Channels, there is no reason to believe that the level of maritime activity in the Harbor will decrease in the immediate future.

Joseph Vietri,

Acting Chief, Planning Division.

[FR Doc. 99–25533 Filed 9–30–99; 8:45 am]

BILLING CODE 3710–06–P