

North Dakota

Grand Forks Air Force Base

Ohio

Youngstown-Warren Municipal
Airport Air Reserve Station

Oklahoma

Tinker Air Force Base

Defense Distribution Depot Oklahoma
City

Vance Air Force Base

Pennsylvania

Letterkenny Army Depot

Tobyhanna Army Depot

Defense Distribution Depot

Tobyhanna

Texas

Kelly Air Force Base

Defense Distribution Depot San
AntonioCarswell Air Reserve Station, Naval
Air Station Fort Worth Joint Reserve
Base Laughlin Air Force Base

Utah

Hill Air Force Base

Defense Distribution Depot Hill

Wisconsin

General Mitchell International Airport
Air Reserve Station**FOR FURTHER INFORMATION CONTACT:**Mr. Wade Nelson, Director of
Communications, at (703) 696-0504.

Dated: May 11, 1995.

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

[FR Doc. 95-12030 Filed 5-16-95; 8:45 am]

BILLING CODE 5000-04-M

Department of the Air Force**USAF Scientific Advisory Board
Meeting**

The USAF Scientific Advisory Board's Science & Technology Review of Advanced Weapons will meet on 5-9 June 1995 at Kirtland AFB, NM from 8:00 a.m. to 5:00 p.m.

The purpose of the meeting is to fulfill the yearly SAB Science and Technology Review in the area of Advanced Weapons.

The meeting will be closed to the public in accordance with Section 552b of Title 5, United States Code, specifically subparagraphs (1) and (4) thereof.

For further information, contact the Scientific Advisory Board Secretariat at (703) 697-8845.

Patsy J. Conner,*Air Force Federal Register Liaison Officer.*

[FR Doc. 95-12130 Filed 5-16-95; 8:45 am]

BILLING CODE 3910-01-P

Corps of Engineers**Intent To Prepare an Environmental
Impact Statement and Notice of Public
Scoping Meeting****AGENCY:** Corps of Engineers, Omaha
District.**ACTION:** Notice of intent.

SUMMARY: The Metropolitan Utilities District (District), Omaha Nebraska, proposes to construct a 104 million gallon per day (MGD) well field near the Platte River in western Douglas and eastern Saunders Counties, Nebraska. The proposed project also includes a water treatment plant and transmission pipelines. The purpose of the proposed project is to provide additional public water supply to meet customer requirements through the year 2030 and to improve water source reliability for the District's growing service area.

The proposed action will require a Corps of Engineers' permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), which authorizes the Corps of Engineers to issue permits for the discharge of dredged or fill material into the waters of the United States. In accordance with the National Environmental Policy Act of 1969 and implementing regulations, an environmental impact statement will be prepared to analyze the environmental impacts of the proposed action and alternatives. A public scoping meeting has been scheduled to solicit comments regarding the scope of the environmental studies.

FOR FURTHER INFORMATION CONTACT:

Questions about the proposed action and Environmental Impact Statement should be directed to: Mr. Richard D. Gorton, Chief, Environmental Analysis Branch, U.S. Army Corps of Engineers, 215 North 17th Street, Omaha, Nebraska 68102-4978; phone (402) 221-4598; fax (402) 221-4886.

SUPPLEMENTARY INFORMATION: The Metropolitan Utilities District (District) is the potable water supplier of Omaha, Nebraska, and the surrounding area. The District is experiencing a steady growth within its existing and expanding service area boundaries. It has determined that an additional 100 MGD supply would be required by the year 2030. It has also concluded that if peak day design conditions were to occur any year after 1995, the District would not be able to meet those demands. The District does not currently have any excess production capacity to provide reliability during peak water demand periods.

The proposed project would include a total of 42 wells in the Platte River

alluvial aquifer and associated pumping equipment, water transmission pipelines, a water treatment facility, and a 25-million-gallon storage reservoir. These facilities would deliver water to the western portion of the District's distribution system.

Alternatives to the proposed action identified to date include:

- Construction of well facilities in the Platte River alluvial aquifer in alternative locations;
- Construction of additional facilities to supply water from the Missouri River;
- No Federal action.

A public scoping meeting has been scheduled for June 1, 1995 at 7:00 p.m. at the Russell Middle School Cafeteria, 5304 South 172 Street, Omaha, Nebraska.

The purpose of the scoping meetings is to solicit public input on issues, studies needed, alternatives to be evaluated, and potential environmental effects. Written comments will also be requested.

Potential significant environmental issues include effects on threatened and endangered species and the indirect effects of drawdown on wetlands and recreational lakes.

Other applicable and pertinent environmental review and consultation requirements will be undertaken simultaneously with the NEPA process, including requirements of the Endangered Species Act, Fish and Wildlife Coordination Act, National Historic Preservation Act, Clean Water Act, Clean Air Act, and others.

Gregory D. Showalter,*Army Federal Register Liaison Officer.*

[FR Doc. 95-12072 Filed 5-16-95; 8:45 am]

BILLING CODE 3710-62-M

Department of the Army**International Personal Property
Program—Synopsis of Comments
Received****AGENCY:** Military Traffic Management
Command, DOD.

ACTION: Notice (Provide industry a synopsis of comments received from the carrier industry regarding the increase in carrier liability for international shipments and the elimination of the valuation charges for domestic shipments).

SUMMARY: The following synopsis includes the comments received from a total of six carriers/associations/bureaus and MTMC's response to each of these comments:

1. *Comment:* MTMC's proposal states that it is based upon the results of a

General Accounting Office (GAO) study. This study has not yet been released by GAO in final form. Thus any attempt to implement the so-called findings of this study is premature.

MTMC Response: MTMC recognizes the proposal to increase liability to \$1.25 times the net shipment weight is based on a draft GAO report. MTMC anticipates the final study will recommend the increase in carrier liability. However, MTMC will review its proposal should GAO decide to change the final study recommendations.

2. *Comment:* Concerned that GAO has misinterpreted the data collected and thus drawn some erroneous conclusions. Believe that GAO has used an inflation index that has overstated the actual level of inflation between 1986 and 1993.

MTMC Response: MTMC changes to the domestic and international solicitations will be based on a GAO's recommendations.

3. *Comment:* Change to the \$1.25 carrier liability will expose the Government to significant additional risk of stranding shipments by increasing the possibility of carriers going bankrupt and out of the program. Any increase in carrier liability beyond the base liability of \$.60 per pound per article must be accompanied by an appropriate compensatory valuation charge, as in commercial practice. Failure to pay this charge will inappropriately transfer costs onto the shoulders of private industry. Nothing is accomplished in carrier liability in the international program except to transfer liability from the military to the mover.

MTMC Response: MTMC believes international carriers will be able to adapt to the increase in carrier liability to \$1.25 times the net shipment weight just as carriers have adapted to a similar increase in the domestic program and the increase in carrier liability to \$1.80 per pound per article in the international program. MTMC feels confident that carriers will be able to adjust their rates appropriately, to include costs for the increase in carrier liability. In addition, as recommended by GAO, MTMC will compensate carriers with an appropriate valuation charge.

4. *Comment:* By making household goods carriers liable for much more of the claims costs, the Government simply transferred responsibility for paying these costs to the carriers. This shifting of claims costs can be characterized as more of a tax than a savings.

MTMC Response: MTMC's desire is to transfer responsibility for loss and damage to carriers and to improve

carrier quality control and assurance programs. Limited or undervalued liability provisions do not incentivize carriers to provide quality service. In addition, after MTMC raised the domestic carrier liability in May 1987, carrier rates did not significantly increase. A study of selected personal property shipping offices (PPSOs) did not show significant increases. Some decrease in rates occurred. Carriers with successful programs to reduce loss and damage will be subjected to a reduced frequency of claims and reduction in overall claims cost, to include personnel costs associated with claims processing.

5. *Comments:* If increase in carrier liability to \$1.25 did not have the desired effect in the domestic market, there is no reason to expect that it would work in the international market.

MTMC Response: Changes to the domestic and international solicitations will be based on GAP's recommendations. GAO concluded the \$1.25 minimum released valuation for domestic shipments and resulted in reducing shipment loss and damage and overall program cost.

6. *Comment:* Nothing is accomplished by the increase in carrier liability in the program except to transfer liability from the military to the mover. The liability level should either be returned to the \$.60 per pound per article, or carriers should be adequately compensated for the additional liability.

MTMC Response: MTMC's desire is to transfer responsibility for loss and damage to carriers and to improve carrier quality control and assurance programs. Limited or undervalued liability provisions do not incentive carriers to provide quality service. In addition, after MTMC raised the domestic carrier liability in May 1987, carrier rates did not significantly increase. A study of selected PPSOs did not show significant increase. Some decrease in rates occurred. Carriers with successful programs to reduce loss and damage will be subjected to reduced frequency of claims and reduction in overall claims cost, to include personnel costs associated with claims processing.

7. *Comment:* MTMC proposes to set the valuation charge for international shipments at \$1.28 for \$100 declared value. The GAO report shows that this level will be inadequate. It must be increased to a reasonable level.

MTMC Response: MTMC is revising the compensation charge originally proposed in the **Federal Register** for international shipments. The following are the valuation charges in effect for 3 years: \$2.04 for the first year (1 Oct 95–30 Sep 96); \$1.36 for the second year (1 Oct 96–30 Sep 97); and \$.68 for the

third year (1 Oct 97–30 Sep 98). Effective 1 Oct 98, the valuation charge will be eliminated.

8. *Comment:* Table 3.2 of the GAO draft report shows an average cost to carriers of \$6.2 million over FY 89 to FY 91, with liability at 60 cents per pound per article. When the liability is increased to \$1.25, GAO projects a recovery from carriers of \$22.5 million. To compensate carriers for the \$16.3 million difference, a valuation charge of \$2.31 would be required. If MTMC is not willing to pay this compensation, it should return carrier liability to the 60 cents per pound per article level.

MTMC Response: MTMC does not agree with the recommendation to compensate carriers with a valuation charge of \$2.31 for each \$100 declared value. However, MTMC is implementing the following valuation charge, which will be in effect for 3 years: \$2.04 for the first year (1 Oct 95–30 Sep 96); \$1.36 for the second year (1 Oct 96–30 Sep 97); \$.68 for the third year (1 Oct 97–30 Sep 98). The valuation charge will be eliminated effective 1 Oct 98.

9. *Comment:* Strongly agree with GAO's recommendation to shorten the time that a DOD member is given to file his/her claim for damages to one year from the current 2 years.

MTMC Response: Claims matters are under the purview of the U.S. Army Claims Service. Comments regarding claims will be forwarded to them for review.

10. *Comment:* The two most important cost components which affect increase or decrease in the transportation rate level, in addition to carrier liability, are steamship costs and fluctuation in foreign currency. These factors do not exist in connection with the domestic program and their very absence underscores the unreliability and illogic of using domestic experience as a predictor of the impact of the \$1.25 liability on the international program.

MTMC Response: MTMC has established a separate compensation factor for international shipments. See MTMC response to comment number 8.

11. *Comment:* Suggest MTMC let carriers settle claims directly with the member, both for the International and Domestic programs. This is what is really going to save the Government money, not the proposal in the **Federal Register**.

MTMC Response: At this time, MTMC proposes no changes to the claims settlement process. However, MTMC is considering direct claims settlement as part of the reengineering initiative.

12. *Comment:* In the Domestic program, the current valuation charge of

\$.64 per \$100 of declared value should not only be retained, but increased to \$1.35 per \$100 of declared value. Removing the \$.64 valuation charge will simply serve to take even more money away from carriers, with no valid reason. Unless liability level is returned to \$.60 per pound per article, the valuation charge is needed in return.

MTMC Response: MTMC agrees with GAO's recommendation that the valuation charge is unnecessary. Carriers should include appropriate claims costs in their rates. MTMC is examining alternatives to phase out/eliminate the valuation charge.

13. *Comment:* The Total Quality Assurance Program and the High Risk Item Protection Program and the present carrier liability should be used for evaluation and utilized to reach a supportable decision.

MTMC Response: The commenter has mixed evaluation of carrier services with liability for loss and damage. Each of these areas is separate and distinct. Also, the industry's HRIP is an excellent initiative to reduce loss and damage; however, this also is a quality control/assurance tool and should not be confused with carrier liability when loss/damage does occur.

14. *Comment:* It is unfair and not justified to hold international carriers responsible for the full value of damages incurred on an international move. The movement in international trade is many times outside the carrier's direct control, such as movement by vessel, aircraft, or the movement of goods in foreign lands. It is just and right that the Government should take part in a portion of that risk.

MTMC Response: MTMC recognizes international personal property shipments require additional handling and over-ocean movement. Accordingly, MTMC expects carriers to subcontract with ocean and linehaul carriers and other parties that provide quality service and damage-free movement. MTMC also expects carriers to have appropriate provisions in their contracts with underlying service providers, which include adequate reimbursement options for loss and damage.

FOR FURTHER INFORMATION CONTACT: Questions should be referred to Mr. Alex Moreno, MTOP-T-NP, (703) 756-2383.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 95-12071 Filed 5-16-95; 8:45 am]

BILLING CODE 3710-08-M

Department of the Navy

CNO Executive Panel; Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (5 U.S.C. App. 2), notice is hereby given that the Chief of Naval Operations Executive Panel will meet May 24-25, 1995, from 9:00 a.m. to 4:00 p.m. on each day. The meeting will be held at 4401 Ford Avenue, Alexandria, Virginia. This session will be closed to the public.

The purpose of this meeting is to conduct discussions on strategies for an uncertain future to include information warfare, reserve structure and mobilization, and the changing strategic environment. These matters constitute classified information that is specifically authorized by Executive order to be kept secret in the interest of national defense and are, in fact, properly classified pursuant to such Executive order. Accordingly, the Secretary of the Navy has determined in writing that the public interest requires that all sessions of the meeting be closed to the public because they will be concerned with matters listed in section 552b(c)(1) of title 5, United States Code.

For further information concerning this meeting, contact: Timothy J. Galpin, Assistant for CNO Executive Panel Management, 4401 Ford Avenue, Suite 601, Alexandria, Virginia 22302-0268, Phone: (703) 756-1205.

Dated: May 2, 1995

L. R. McNeese,

LCDR, JAGC, USN, Federal Register Liaison Officer

[FR Doc. 95-12073 Filed 5-16-95; 8:45 am]

BILLING CODE 3810-FF-F

CNO Executive Panel; Closed Meeting

Pursuant to the provisions of the Federal Advisory Committee Act (5 U.S.C. App. 2), notice is hereby given that the Chief of Naval Operations (CNO) Executive Panel will meet June 16, 1995, from 3:00 p.m. to 4:00 p.m., at the Pentagon, room 4E630. This session will be closed to the public.

The purpose of this meeting is to brief the Chief of Naval Operations on naval warfare innovations in the areas of joint operations, information warfare, naval doctrine, and research and development. These matters constitute classified information that is specifically authorized by Executive order to be kept secret in the interest of national defense and are, in fact, properly classified pursuant to such Executive order. Accordingly, the Secretary of the Navy has determined in

writing that the public interest requires that all sessions of the meeting be closed to the public because they will be concerned with matters listed in section 552b(c)(1) of title 5, United States Code.

For further information concerning this meeting, contact: Timothy J. Galpin, Assistant for CNO Executive Panel Management, 4401 Ford Avenue, Suite 601, Alexandria, VA 22302-0268, Phone: (703) 756-1205.

Dated: May 4, 1995

L. R. McNeese,

LCDR, JAGC, USN, Federal Register Liaison Officer.

[FR Doc. 95-12088 Filed 5-16-95; 8:45 am]

BILLING CODE 3810-FF-F

Intent to Grant Exclusive Patent License; Biocompatibles Limited

SUMMARY: The Department of the Navy hereby gives notice of its intent to grant Biocompatibles Limited, a revocable, nonassignable, exclusive license in the United States to practice the Government owned inventions described in U.S. Patents Nos. 4,867,917, "Method for Synthesis of Diacetylenic Compounds," patented 19 September 1989; 4,877,501, "Process for Fabrication of Lipid Microstructures," patented 31 October 1989; 4,911,981, "Metal Clad Lipid Microstructures," patented 27 March 1990; 5,049,382, "Coating and Composition Containing Lipid Microstructure Toxin Dispenses," patented 17 September 1991; and Patent Application Serial No. 08/077,503, "Method of Controlled Release and Controlled Release Microstructures," filed 17 June 1993 in the field of lipid derived controlled release systems for non-medical biofouling applications.

Anyone wishing to object to the granting of this license has 60 days from the date of this notice to file written objections along with supporting evidence, if any. Written objections are to be filed with the Office of Naval Research, ONR, 00CC, Ballston Tower One, Arlington, Virginia 22217-5660.

FOR FURTHER INFORMATION CONTACT: Mr. R.J. Erickson, Staff Patent Attorney, Office of Naval Research, ONR 00CC, Ballston Tower One, 800 North Quincy Street, Arlington, Virginia 22217-5660, telephone (703) 696-4001.

Dated: May 1, 1995.

L.R. McNeese,

LCDR, JAGC, USN, Federal Register Liaison Officer.

[FR Doc. 95-12131 Filed 5-16-95; 8:45 am]

BILLING CODE 3810-AE-M