

Sincerely,
Stuart W. Katzke,
Chief, Computer Security Division,
Information Technology Laboratory NIST.

Louis F. Giles,
Chief, Information Assurance Partnerships
Evaluations, and Knowledge Management
NSA.

cc: S. Wakid, Director, Information
Technology Laboratory, NIST M. Jacobs,
Deputy Director Information Systems
Security, NSA

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BILLING CODE 3510-13-M

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[I.D. 020899B]

Marine Mammals; File No. 772#69-03

AGENCY: National Marine Fisheries
Service (NMFS), National Oceanic and
Atmospheric Administration (NOAA),
Commerce.

ACTION: Issuance of permit amendment.

SUMMARY: Notice is hereby given that
the Southwest Fisheries Science Center,
National Marine Fisheries Service, 8604
La Jolla shores Drive, La Jolla, CA 92038
has been issued an amendment to
scientific research Permit No. 1024 (File
No. 772#69).

ADDRESSES: The amendment and related
documents are available for review
upon written request or by appointment
in the following office(s):

Permits and Documentation Division,
Office of Protected Resources, NMFS,
1315 East-West Highway, Room 13705,
Silver Spring, MD 20910 (301/713-
2289);

Regional Administrator, Southwest
Region, National Marine Fisheries
Service, NOAA, 501 West Ocean Blvd.,
Suite 4200, Long Beach, CA 90802-4213
(562/980-4001).

FOR FURTHER INFORMATION CONTACT: Sara
Shapiro or Ruth Johnson, 301/713-2289.

SUPPLEMENTARY INFORMATION: On
January 5, 1999, notice was published in
the **Federal Register** (64 FR 483) that an
amendment of Permit No. 1024, issued
December 30, 1996 (62 FR 1875), had
been requested by the above-named
organization. The requested amendment
has been granted under the authority of
the Marine Mammal Protection Act of
1972, as amended (16 U.S.C. 1361 *et*
seq.), the provisions of § 216.39 of the
Regulations Governing the Taking and
Importing of Marine Mammals (50 CFR
part 216), and the Fur Seal Act of 1966,
as amended (16 U.S.C. 1151 *et seq.*).

Permit No. 1024 authorizes the permit
holder to conduct level B harassment
activities [*i.e.* censuses] on, capture,
handle, and release Antarctic pinnipeds
in the South Shetland Islands,
Antarctica. The holder is now
authorized to increase the number of
Antarctic fur seal (*Arctocephalus*
gazella) pups and juveniles to be
captured and handled for oxygen
consumption and developmental
physiology studies. The Holder will
conduct these activities at Cape Shirreff
on Livingston Island, Antarctica.

Dated: February 11, 1999.

E. Ruth Johnson,

*Acting Chief, Permits and Documentation
Division, Office of Protected Resources,
National Marine Fisheries Service.*

[FR Doc. 99-3848 Filed 2-16-99; 8:45 am]

BILLING CODE 3510-22-F

DEPARTMENT OF DEFENSE

Department of the Air Force

Notice of Intent To Prepare an Environmental Impact Statement To Convert Two F-15 Formal Training Units to F-22 Units at Tyndall Air Force Base, Florida

The United States Congress has
determined the need exists to phase the
older F-15 aircraft out of the primary air
superiority role. The F-22 "Raptor" has
been chosen as the replacement aircraft
to fulfill future combat air superiority
requirements. Therefore, the United
States Air Force (USAF) is announcing
its intent to prepare an Environmental
Impact Statement (EIS) to assess the
potential environmental impacts of
converting two of the three existing
formal training units (FTUs) at Tyndall
Air Force Base (AFB), Florida from F-
15s to F-22s. This action will be known
as the F-22 Conversion EIS.

Tyndall AFB currently supports
training for the majority of USAF F-15
air-to-air pilots. It currently supports 87
aircraft, three FTUs, and 4,600 support
personnel. In addition, it supports 1,625
additional personnel assigned to 29
associated units.

The USAF proposes conversion over
a 5-year period starting in 2003. During
this period, the total number of aircraft
will increase from 78 to 105 at the peak
(in 2008). From 2008 through 2012, the
number of F-15s will be reduced to a
single squadron of 28 aircraft. The total
number of F-22s will remain constant
after 2008 with 60 in two squadrons.
This proposed action includes training
of student pilots, instructor fighter
pilots, and ground crews. It will also
provide for construction, modification

and/or use of operational and training
facilities (academic facility, simulator,
etc.), base operating support (housing,
commissary, etc.), logistics support
(maintenance facilities, supply,
transportation), and the necessary
military airspace to conduct the
required training.

Because of the increased maneuvering
capabilities of the F-22 over the F-15,
additional military airspace is needed
for pilot training. Currently, Tyndall
AFB's most frequently used military
airspace is over water approximately 50
miles southeast of the base near St.
George Island. This area is called
Warning Area-470, or simply W-470. A
nonregulatory Warning Area (W) is
airspace of defined dimensions
designated over international waters
that contains activity which may be
hazardous to nonparticipating aircraft.
The purpose of such warning areas is to
warn nonparticipating pilots of the
potential danger.

W-470 starts 3 nautical miles (nm)
from land and extends south into the
Gulf of Mexico approximately 100 nm.
Less frequently, Tyndall AFB aircraft
use the airspace called W-151 which
lies over the Gulf of Mexico south of
Eglin AFB that is approximately 100 nm
out. Tyndall AFB aircraft also use over
3,000 square miles of over-land military
airspace for subsonic air-to-air training.
The areas to the north, east, and
southeast of the base are called the
Tyndall Military Operating Areas
(MOAs).

For supersonic training, the USAF
proposes to maximize the use of W-470,
to increase the frequency of use of W-
151, and to add W-168 for unrestricted
training. The W-168 airspace lies south
and east of W-470, nearly 140 nm from
St. George Island. It extends offshore
from approximately Tampa to Ft.
Meyers. For large-scale exercises and as
an overflow training area, the USAF
proposes use of the areas known as the
Eglin Water Test Areas (EWTAs), which
is airspace located further out in the
Gulf, below W-151 and W-470.

The alternatives being considered
include the mix of military airspace
used for training and alternative
locations for siting new facilities.
Alternative airspace use includes: (1)
Using the same airspace used by the F-
15s (Tyndall overland areas, W-470,
and W-151 on a limited basis),
including recharting of the over water
airspace to accommodate the larger area
needed for the F-22s; (2) using the same
airspace used by the F-15s, with regular
use of W-168, increased use of W-151,
and limited use of the EWTAs and W-
155; and (3) using the same airspace
used by the F-15s, with increased use