

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: February 4, 1999.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 99-4034 Filed 2-18-99; 8:45 am]

BILLING CODE 8025-01-P

**SMALL BUSINESS ADMINISTRATION**

**[Declaration of Disaster #3159]**

**State of Indiana**

Howard and Wayne Counties and the contiguous counties of Carroll, Cass, Clinton, Fayette, Grant, Henry, Miami, Randolph, Tipton, and Union in the State of Indiana constitute a disaster area as a result of damages caused by flooding that occurred on January 21 and 22, 1999. Applications for loans for physical damages from this disaster may be filed until the close of business on April 8, 1999 and for economic injury until the close of business on Nov. 5, 1999 at the address listed below or other locally announced locations: Small Business Administration, Disaster Area 2 Office, One Baltimore Place, Suite 300, Atlanta, GA 30308.

The interest rates are:

	Percent
For Physical Damage:	
HOMEOWNERS WITH CREDIT AVAILABLE ELSEWHERE	6.375
HOMEOWNERS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	3.188
BUSINESSES WITH CREDIT AVAILABLE ELSEWHERE ...	8.000
BUSINESSES AND NON-PROFIT ORGANIZATIONS WITHOUT CREDIT AVAILABLE ELSEWHERE .....	4.000
OTHERS (INCLUDING NON-PROFIT ORGANIZATIONS) WITH CREDIT AVAILABLE ELSEWHERE .....	7.000
For Economic Injury:	
BUSINESSES AND SMALL AGRICULTURAL COOPERATIVES WITHOUT CREDIT AVAILABLE ELSEWHERE ...	4.000

The number assigned to this disaster for physical damage is 315906 and for economic injury the number is 9B0700. Any counties contiguous to the above-named primary counties and not listed herein have been previously declared under a separate declaration for the same occurrence.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: February 5, 1999.

**Aida Alvarez,**

*Administrator.*

[FR Doc. 99-4036 Filed 2-18-99; 8:45 am]

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**SMALL BUSINESS ADMINISTRATION**

**[Declaration of Disaster #3153]**

**State of Tennessee (Amendment #1)**

In accordance with notices received from the Federal Emergency Management Agency dated February 1, 1999, the above-numbered Declaration is hereby amended to include Fayette and Houston Counties in the State of Tennessee as a disaster area as a result of damages caused by severe storms, tornadoes, and high winds. This declaration is further amended to establish the incident period for this disaster as beginning on January 17, 1999 and continuing through February 1, 1999.

In addition, applications for economic injury loans from small businesses located in the following contiguous counties may be filed until the specified date at the previously designated location: Shelby County, Tennessee and Marshall County, Mississippi. Any counties contiguous to the above-named primary counties and not listed herein have been previously declared.

All other information remains the same, i.e., the deadline for filing applications for physical damage is March 19, 1999, and for economic injury the termination date is October 19, 1999.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: February 4, 1999.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 99-4033 Filed 2-18-99; 8:45 am]

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**DEPARTMENT OF STATE**

**[Public Notice No. 2973]**

**Shipping Coordinating Committee; Subcommittee on Safety of Life at Sea and Associated Bodies; Notice of Meeting**

The Shipping Coordinating Committee will conduct an open meeting at 10:00 A.M. on Monday, March 15, 1999 in Room 6319, at U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001. The purpose of the meeting is to finalize preparations for the Flag State

Implementation (FSI) Subcommittee on Safety of Life at Sea (SOLAS) and associated bodies of the International Maritime Organization (IMO) which is scheduled for March 22-26, 1999, at the IMO Headquarters in London. At this meeting, the U.S. position on documents submitted for consideration at the seventh session of the FSI Subcommittee will be discussed.

Among other things, the items of particular interest are:

1. Implementation of IMO instruments
2. Survey and certification
3. Reporting on non-compliance with IMO instruments
4. Casualty statistics and analysis
5. Port State Control
6. Implications arising when a vessel loses the right to fly the flag of a State.

Members of the public may attend the meeting up to the capacity of the room.

Interested persons may seek information by contacting Mr. David Deaver, U.S. Coast Guard Headquarters (G-MOC-4), 2100 Second Street, SW, Room 1116, Washington, DC 20593-0001; telephone (202) 267-0502; email: ddeaver@comdt.uscg.mil.

Dated: February 12, 1999.

**Stephen M. Miller,**

*Executive Secretary Shipping Coordinating Committee.*

[FR Doc. 99-4161 Filed 2-18-99; 8:45 am]

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**DEPARTMENT OF STATE**

**[Public Notice 2974]**

**Shipping Coordinating Committee; Notice of Meeting**

The Shipping Coordinating Committee will hold a meeting on March 30, 1999 from 1:00 pm to 5:00 pm to obtain public comment on issues to be addressed at the April 19-24, 1999 United Nations Educational, Scientific and Cultural Organization (UNESCO) meeting of governmental experts on the draft Convention on Underwater Cultural Heritage.

The meeting will be held at the Department of State located at 2201 C Street, NW, Washington, DC 20250, East Auditorium-Room 2925. Interested members of the public are invited to attend, up to the capacity of the room.

For further information, please contact Mr. Robert Blumberg, Office of Oceans Affairs, telephone (202) 647-4971. To expedite entry into the Department of State, please provide name, social security number, and date of birth to Linda Catlett (202) 647-3880, at least one week prior to the meeting.

Dated: February 8, 1999.

**Stephen M. Miller,**

*Executive Secretary, Shipping Coordinating Committee.*

[FR Doc. 99-4162 Filed 2-18-99; 8:45 am]

BILLING CODE 4710-07-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Environmental Finding Document

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Environmental finding document; Finding no significant impact; notice.

**SUMMARY:** The Federal Aviation Administration (FAA) prepared an Environmental Assessment (EA), evaluating a Sea Launch Limited Partnership (SLLP) proposal to construct and operate a mobile, floating launch platform in international waters in the east-central equatorial Pacific Ocean. After reviewing and analyzing currently available data and information on existing conditions, project impacts, and measures to mitigate those impacts, the FAA Associate Administrator for Commercial Space Transportation (AST) finds that licensing the operation of the proposed launch activities is not a major Federal action that would significantly affect the quality of the human environment within the meaning of Executive Order (E.O.) 12114, Environmental Effects Abroad of Major Federal Actions, the application of which is guided by the National Environmental Policy Act (NEPA) of 1969. Therefore, the preparation of an Environmental Impact Statement (EIS) is not required pursuant to E.O. 12114, and AST is issuing an Environmental Finding Document Finding No Significant Impact.

The Environmental Assessment for the Sea Launch Project, dated January 1999, is incorporated by reference and attached to this document. This EA describes the purpose and need for the proposed project and describes the alternatives considered during the preparation of the document. The EA describes the environmental setting and analyzes the impact on the applicable human environment as a consequence of the proposed project.

*For a Copy of the Environmental Assessment for the Sea Launch Project/Contact:* Mr. Nikos Himaras, Office of the Associate Administrator for Commercial Space Transportation, Space System Development Division, Suite 331/AST-100, 800 Independence Ave., S.W., Washington, D.C. 20591;

phone (202) 267-7926, or refer to the following Internet address: <http://ast.faa.gov>

**Action:** If a foreign entity controlled by a U.S. citizen conducts a launch outside the United States and outside the territory of a foreign country, its launch must be licensed. 49 U.S.C. §70104(a)(3). The FAA determined that SLLP is a foreign entity controlled by a U.S. citizen, Boeing Commercial Space Company. 49 U.S.C. §70102(1)(C); 14 CFR §401.5. Because SLLP proposes to launch in international waters, outside the territory of the United States or a foreign country, SLLP must obtain an FAA license to launch. Licensing a launch in the environment outside the United States, its territories, and possessions is a Federal action requiring environmental analysis by the FAA in accordance with E.O. 12114 the application of which is guided by the National Environmental Policy Act of 1969. Upon receipt of a completed license application, the Associate Administrator for Commercial Space Transportation must determine whether or not to issue a license to SLLP to launch. Environmental findings are required for a license evaluation. In this instance, the proposed action is the licensing by the FAA of two launches by the SLLP at the specified launch location. The environmental finding and analysis covers up to six launches per year. SLLP proposes to conduct three (3) launches in the first year of operation. Pursuant to its requirements, the FAA will reevaluate the adequacy of existing environmental documentation if new circumstances develop.

SLLP proposes to conduct commercial space launch operations from a mobile, floating platform in international waters in the east-central equatorial Pacific Ocean. The SLLP is an international commercial venture formed to launch commercial satellites. It is organized under the laws of the Cayman Islands, BWI, and the partnership members are Boeing Commercial Space Company of the United States; RSC Energia of Russia; KB Yuzhnoye of the Ukraine; and Kvaerner Maritime a.s of Norway.

The SLLP would use a launch platform (LP) and an assembly and command ship (ACS). A floating oil drilling platform was refurbished in Norway to serve as the self-propelled LP. The ACS was built in Scotland specifically for Sea Launch operations.

A Zenit-3SL expendable launch vehicle fueled by kerosene and liquid oxygen would be the only launch vehicle used at the Sea Launch facilities. In the first year of operation, SLLP intends to conduct three (3) launches. Six launches are proposed for each subsequent year. The launches are

proposed to occur at the equator in the vicinity of 154 degrees west to maximize inertial and other launch efficiencies. The distances from South America (over 7,000 km) and from the nearest inhabited island, Kiritimati (Christmas Island), (340 km) are intended to ensure that Stage 1 and Stage 2 would drop well away from land, coastal populated areas, and exclusive economic zones. The FAA evaluated open sea areas, the Kiribati Islands, the Galapagos Islands and used a U.S. Navy environmental analysis of the Home Port in Long Beach, California in assessing potential environmental impacts from the proposed launch activities. This FAA environmental study incorporates by reference an environmental assessment conducted by the Navy on the Home Port Facility, which EA resulted in 1996 in a Finding of No Significant Impact. The Navy environmental assessment, also known as the Navy Mole EA, covers SLLP Home Port activities. This FAA environmental study focused on Sea Launch activities conducted at the launch location, activities that may impact the launch range during normal launches, and failed missions. Sea Launch payloads (i.e., commercial satellites) are not included in this evaluation because they will be fueled and sealed at the Home Port and will only become operational at an altitude of over 35,000 km. Potential environmental impacts of payloads are not discussed here except with regard to failed mission scenarios.

#### Environmental Impacts

##### *Air Quality*

Pre-launch activities that may impact air quality include LP and ACS positioning, final equipment and process checks, coupling of fuel lines to the integrated launch vehicle (ILV) prior to fueling, the transfer of kerosene and liquid oxygen (LOX) fuels, and decoupling of the fueling apparatus. Normal launch operations would result only in an incidental loss of kerosene and LOX in vapor form. This loss of vapors would dissipate immediately and form smog. Although unlikely, an unsuccessful ignition attempt would result in automatic defueling of the ILV. Defueling would release LOX vapor and approximately 70 kg of kerosene when the fuel line is flushed. The LOX would dissipate and the vapor and kerosene would evaporate rapidly, dissipate and degrade, thereby having little effect on the surrounding environment. The probability of an unsuccessful ignition attempt resulting in defueling is 4 ×