

27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, and Delegation of Authority No. 236–3 of August 28, 2000, I hereby determine that the objects to be included in the exhibition “Poetry in Clay: Korean Buncheong Ceramics from the Leeum, Samsung Museum of Art,” imported from abroad for temporary exhibition within the United States, are of cultural significance. The objects are imported pursuant to loan agreements with the foreign owners or custodians. I also determine that the exhibition or display of the exhibit objects at the Metropolitan Museum of Art, New York, New York, from on or about April 5, 2011, until on or about August 14, 2011, and at possible additional exhibitions or venues yet to be determined, is in the national interest. I have ordered that Public Notice of these Determinations be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit objects, contact Paul W. Manning, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202–632–6469). The mailing address is U.S. Department of State, SA–5, L/PD, Fifth Floor (Suite 5H03), Washington, DC 20522–0505.

Dated: March 2, 2011.

Ann Stock,

Assistant Secretary, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. 2011–5252 Filed 3–7–11; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice: 7325]

Shipping Coordinating Committee; Notice of Committee Meeting

The Shipping Coordinating Committee (SHC) will conduct an open meeting at 10 a.m. on Monday March 28th, 2011, in Room 1422 of the United States Coast Guard Headquarters Building, 2100 Second Street, SW., Washington, DC 20593–0001. The primary purpose of the meeting is to prepare for the ninety-eighth Session of the International Maritime Organization’s (IMO) Legal Committee to be held at the IMO headquarters in London, United Kingdom, from April 4th–8th, 2011.

The primary matters to be considered include:

- Guidelines on implementation of the 2010 Protocol to the International Convention on Liability and Compensation for Damage in

Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996;

- Provision of financial security in cases of abandonment, personal injury to, or death of seafarers;
 - Fair treatment of seafarers in the event of a maritime accident;
 - Consideration of a proposal to amend the limits of liability of the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims, 1976;
 - Review of national legislation regarding piracy;
 - Matters arising from the 105th regular session of the IMO Council;
 - Technical cooperation activities related to maritime legislation;
 - Review of the status of conventions and other treaty instruments emanating from the Legal Committee; and
 - Any other business.
- The public should be aware that Legal Committee has received a proposal to discuss liability and compensation issues for transboundary pollution damage resulting from offshore oil exploration and exploitation activities. There is no formal agenda item for this proposal, as it has not yet been adopted to the work programme, but the U.S. delegation anticipates receiving an interim report on informal, intersessional developments on this proposal.

Members of the public may attend this meeting up to the seating capacity of the room. To facilitate the building security process, and to request reasonable accommodation, those who plan to attend should contact the meeting coordinator, Ms. Bronwyn G. Douglass, by e-mail at bronwyn.douglass@uscg.mil, by phone at (202) 372–3792, by fax at (202) 372–3972, or in writing at Commandant (CG–0941), U.S. Coast Guard, 2100 2nd Street, SW., Stop 7121, Washington, DC 20593–7121 not later than March 21st, 2011, 7 days prior to the meeting. Requests made after March 21st might not be able to be accommodated. Please note that due to security considerations, two valid, government issued photo identifications must be presented to gain entrance to the Headquarters building. The Headquarters building is accessible by taxi and privately owned conveyance (public transportation is not generally available). However, parking in the vicinity of the building is extremely limited. Additional information regarding this and other IMO SHC public meetings may be found at: <http://www.uscg.mil/imo>.

Dated: March 2, 2011.

Jon Trent Warner,

Executive Secretary, Shipping Coordinating Committee, Department of State.

[FR Doc. 2011–5255 Filed 3–7–11; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Office of Commercial Space Transportation; Notice of Availability of the Final Environmental Assessment and Finding of No Significant Impact for Pegasus Launches at Cape Canaveral Air Force Station, Florida

AGENCY: Federal Aviation Administration (FAA), Department of Transportation.

ACTION: Notice of Availability of Final Environmental Assessment and Finding of No Significant Impact.

SUMMARY: In accordance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321–4347 (as amended), Council on Environmental Quality NEPA implementing regulations (40 Code of Federal Regulations [CFR] parts 1500 to 1508), and FAA Order 1050.1E, Change 1, the FAA is announcing the availability of the Final Environmental Assessment (Final EA) and Finding of No Significant Impact (FONSI) for Pegasus Launches at Cape Canaveral Air Force Station. The Final EA was prepared to address the potential environmental impacts of the FAA’s Proposed Action for issuing or renewing Launch Operator Licenses to operate Pegasus launch vehicles at CCAFS. Activities addressed in the Final EA include carrier aircraft takeoff and landing from a CCAFS runway and launch of Pegasus vehicle at an altitude of 40,000 feet and approximately 90 nautical miles offshore over the Atlantic Ocean. The Final EA tiers from the Final Programmatic Environmental Impact Statement (PEIS) for Licensing Launches (2001 PEIS) and focuses on localized and site-specific effects of FAA issuing or renewing Launch Operator Licenses to operate Pegasus expendable launch vehicles at CCAFS. The 2001 PEIS, evaluated the launch impacts associated with four vehicle categories (small, medium, intermediate, and heavy-payload capacities); three propellant types (solid, liquid, and hybrid propellant); and three launch scenarios (land, air, and sea). The Pegasus launch vehicle falls within the parameters of the small-payload capacity vehicle using solid propellant to launch from