

technical assistance, and other related logistics support.

(iv) *Military Department: Army (USQ)*

(v) *Prior Related Cases, if any: None*

(vi) *Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid: None*

(vii) *Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold: See attached Annex*

(viii) *Date Report Delivered to Congress: 18 June 2012*

#### **POLICY JUSTIFICATION**

##### **Kingdom of Morocco—M1A1 SA Abrams Tank Enhancement, Support and Equipment**

The Government of the Kingdom of Morocco has requested a possible enhancement and refurbishment of 200 M1A1 Abrams tanks, provided as part of a grant Excess Defense Article (EDA) transfer notified to Congress on 27 April 2011, to the M1A1 Special Armor (SA) configuration. The possible sale will also provide 150 AN/VRC-87E and 50 AN/VRC-89E Exportable Single Channel Ground and Airborne Radio Systems (SINCGARS), 200 M2 Chrysler Mount Machine Guns, and 400 7.62MM M240 Machine Guns. The possible sale also includes 12,049,842 Ammunition Rounds (including 1400 C785 SABOT, 1800 CA31 HEAT, and 5400 AA38 SLAP-T), 200 M250 Smoke Grenade Launchers, support equipment, spare and repair parts, personnel training and training equipment, publications and technical data, communication support, U.S. Government and contractor technical assistance, and other related logistics support. The estimated cost is \$1.015 billion.

This proposed sale will contribute to the foreign policy and national security of the United States by helping to improve the security of a major Non-NATO ally that continues to be an important force for political stability and economic progress in Africa.

This package of M1A1 tank enhancements will contribute to the modernization of Morocco's tank fleet, enhancing its ability to meet current and future threats. These tanks will contribute to Morocco's goal of updating its military capability while further enhancing interoperability with the U.S. and other allies.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The prime contractor will be General Dynamics Land Systems in Sterling Heights, Michigan. Refurbishment work will be performed at Anniston Army Depot in Anniston, Alabama and the Joint Systems Manufacturing Center in

Lima, Ohio. There are no known offset agreements proposed in connection with this potential sale.

Implementation of this proposed sale will require annual trips to Morocco involving up to 64 U.S. Government and 13 contractor representatives for a period of up to five years to manage the fielding and training for the program.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

Transmittal No. 12-28

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act

Annex

Item No. vii

(vii) *Sensitivity of Technology:*

1. The M1A1 Abrams Tanks components considered to contain sensitive technology in the proposed program are as follows:

a. The M1A1 Thermal Imaging System (TIS) 2nd Gen Forward Looking Infrared (FLIR) constitutes a target acquisition system which, when operated with other tank systems, gives the tank crew a substantial advantage over the potential threat. The TIS provides the M1A1 crew with the ability to effectively aim and fire the tank main armament system under a broad range of adverse battlefield conditions. The hardware itself is Unclassified. The engineering design and manufacturing data associated with the detector and infrared (IR) optics and coatings are considered sensitive. The technical data package is Unclassified with the exception of the specifications for target acquisition range (Confidential), nuclear hardening (Confidential, restricted data) and laser hardening (Secret).

b. The M1A1 Tank Special Armor and other special armors used in the hull and turret are classified at the Secret level. Major components of Special Armor are fabricated in sealed modules and in serialized removable subassemblies. Special Armor components and associated vulnerability data for both chemical and kinetic energy rounds are classified Secret.

c. The use of the Advanced Gas Turbine-1500 (AGT-1500) Gas Turbine Propulsion System in the M1A1 is a unique application of armored vehicle power pack technology. The hardware is composed of the AGT-1500 engine and transmission, and is Unclassified. Manufacturing processes associated with the production of turbine blades, recuperator, bearings and shafts, and hydrostatic pump and motor, are

proprietary and therefore commercially competition sensitive.

d. A major survivability feature of the Abrams Tank is the compartmentalization of fuel and ammunition. Compartmentalization is the positive separation of the crew and critical components from combustible materials. In the event that the fuel or ammunition is ignited or deteriorated by an incoming threat round, the crew is fully protected by the compartmentalization. Sensitive information includes the performance of the ammunition compartments as well as the compartment design parameters.

2. If a technologically advanced adversary were to obtain knowledge of the specific hardware and software elements, the information could be used to develop countermeasures or equivalent systems which might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

[FR Doc. 2012-15988 Filed 6-28-12; 8:45 am]

BILLING CODE 5001-06-P

#### **DEPARTMENT OF DEFENSE**

##### **Department of the Army; Corps of Engineers**

##### **Notice of Availability of Draft Environmental Impact Statement for the Proposed Mather Specific Plan Project, Sacramento County, CA, Corps Permit Application Number SPK-2002-561**

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice of availability.

**SUMMARY:** Pursuant to the National Environmental Policy Act (NEPA), the U.S. Army Corps of Engineers (USACE), Sacramento District has prepared a Draft Environmental Impact Statement (DEIS) to analyze the potential direct, indirect and cumulative effects of implementing the No Action alternative and three large-scale, mixed-use development alternatives in the approximately 5,749-acre Mather Specific Plan area, Sacramento County, California (note that approximately 2,554 acres of the Plan area contains existing development, primarily Mather Airport, a Commerce Center, a residential subdivision, lake and golf course).

The purpose of the DEIS is to provide decision-makers and the public with information pertaining to the Applicant's Preferred Alternative and alternatives, and to disclose environmental impacts and identify mitigation measures to reduce impacts. The DEIS documents the existing



condition of resources in the Specific Plan area, concentrating on those areas proposed for development, and analyzes the potential impacts to resources as a result of implementing the alternatives. The alternatives considered in detail are: (A) Applicant's Preferred Alternative; (B) 2006 Conceptual Land Use Plan Alternative; (C) Multiple Preserves Alternative; and (D) No Action/No USACE Permit Alternative.

**DATES:** All written comments must be postmarked on or before August 13, 2012.

**ADDRESSES:** Comments may be submitted in writing to: Kathleen Dadey, U.S. Army Corps of Engineers, Sacramento District, Regulatory Division; 1325 J Street, Room 1350, Sacramento, CA 95814-2922, or via email to [Kathleen.A.Dadey@usace.army.mil](mailto:Kathleen.A.Dadey@usace.army.mil).

**FOR FURTHER INFORMATION CONTACT:** Kathleen Dadey at 916-557-5250, or via email at [Kathleen.A.Dadey@usace.army.mil](mailto:Kathleen.A.Dadey@usace.army.mil).

**SUPPLEMENTARY INFORMATION:** Sacramento County Office of Economic Development and Marketing (applicant) is seeking authorization from USACE for the placement of dredged or fill material into waters of the United States pursuant to Section 404 of the Clean Water Act to develop portions of the Mather Specific Plan area. The overall project purpose is a large scale, mixed use development to promote economic and wetland conservation opportunities within the Mather Specific Plan area. All of the build alternatives include the following land uses: airport commercial, commercial development, parks and recreation, aggregate extraction, university village/residential, regional sports park and infrastructure, including roadways.

Alternative A, the Applicant's Preferred Alternative, includes approximately 1,910 acres of development a 1,272-acre Preserve and a 13-acre riparian buffer area. The applicant proposes to fill a total of 40.25 acres of waters of the U.S., including seasonal wetlands, vernal pools and swales, channels and drainage ditches. The preserved areas would provide protection for wetlands (including vernal pools) and endangered species, including vernal pool fairy shrimp, vernal pool tadpole shrimp, and legumens. The Preserve would also protect federally listed critical habitat.

Alternative B is based on a land use plan for the Mather Specific Plan area that was conceptually endorsed by the Sacramento County Board of Supervisors in February 2006.

Alternative B includes a 1,064-acre Preserve and 27 acre riparian buffer area which would provide protection for wetlands and endangered species. This alternative anticipates development of approximately 2,011 acres. Alternative B also includes four "avoidance areas" totaling 93 acres within the parks and recreation and university village/residential areas. Impacts to waters of the U.S. associated with Alternative B would 39.64 acres.

Alternative C proposes land uses identical to Alternative A with the addition of three smaller Preserves within the commercial development and university village/residential areas, with a total of 33.65 acres of fill into waters of the U.S. Alternative C would develop approximately 1,836 acres and includes 1,346 acres of Preserve and 13 acres of riparian buffer area. Preserve areas would provide protection for wetlands and endangered species.

Alternative D, No Action/No USACE permit, avoids the placement of dredged or fill material into waters of the United States, including wetlands. A reduced amount of future development could occur without Department of the Army authorization, including infill development at Mather Airport and aggregate extraction in the southwestern corner of the project site. Because this alternative does not anticipate substantial economic development and related revenue to fund active management of a Preserve, however, the level of protection and management of wetland resources, listed species and their habitat is unknown.

Comments on the DEIS must be submitted to USACE by August 13, 2012. The public and affected Federal, State and local agencies, Native American Tribes, and other organizations and parties are invited to comment. An electronic copy of the DEIS may be found on the USACE Web site at: <http://www.spk.usace.army.mil/Missions/Regulatory/Overview/EnvironmentalImpactStatements.aspx>. A hard copy of the DEIS is available for review at the USACE office during normal business hours. To schedule a time to view the hard copy, please contact Kathleen Dadey.

The USACE will conduct a public meeting for the DEIS on July 25, 2012 from 4:00 p.m. to 7:00 p.m. in Main Conference Room A at 10590 Armstrong Avenue, Mather, California 95655. Interested parties can provide oral and written comments at this meeting.

In addition to this **Federal Register** notice, USACE will issue public notices advising interested parties of the availability of the DEIS. Interested parties may register for USACE public

notices at: <http://www.spk.usace.army.mil/Media/RegulatoryPublicNotices.aspx>.

Dated: June 20, 2012.

**Braden G. LeMaster,**  
Lieutenant Colonel, Corps of Engineers,  
Deputy District Engineer.

[FR Doc. 2012-15965 Filed 6-28-12; 8:45 am]

**BILLING CODE 3720-58-P**

## DEPARTMENT OF DEFENSE

### Department of the Army; Corps of Engineers

#### Proposed Reduction in Hours of Operation at the Mississippi River Twin Cities Locks Located in Minneapolis, MN

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice.

**SUMMARY:** The three locks in the Twin Cities (Upper St. Anthony Falls, Lower St. Anthony Falls, and Lock and Dam 1) located in Minneapolis, MN, on the Mississippi River, currently operate at Service Level 1 (24 hours per day/7 days per week) during the navigation season. It is proposed that these three locks and dams transition to Service Level 2 for the 2013 navigation season and beyond. The navigation season on the Upper Mississippi normally begins in March, depending on river conditions. Under Service Level 2, the locks will operate from 7:00 a.m. to 2:00 a.m. and will be closed to lockages between 2:00 a.m. and 7:00 a.m.

Constrained funding has led to reduced Operations and Maintenance funding within the Corps' Inland Marine Transportation System (IMTS). The intended effect of the proposed change reduces operational costs and aligns lock availability with existing levels of lock usage. The Twin Cities locks have less than 1000 commercial lockages per year. Based on guidance adopted by the IMTS Board of Directors, locks operating at Service Level 1 should pass more than 1,000 commercial lockages per year. Pool levels will not be affected by change of operating hours.

**DATES:** Submit written comments by August 30, 2012, to Mr. Kevin Baumgard, Deputy Chief, Operations Division, U.S. Army Corps of Engineers, 180 Fifth Street East, Suite 700, St. Paul, MN 55101-1678, or by email at [kevin.l.baumgard@usace.army.mil](mailto:kevin.l.baumgard@usace.army.mil). Written comments will also be accepted at the public meeting.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Kidby at Corps of Engineers