

which is a hardware assemblage item, is classified Confidential when programmed with threat parametrics, threat priorities, and/or techniques derived from U.S. intelligence information. The hardware becomes Classified when populated with threat parametric data. Releasable technical manuals are Unclassified/restricted distribution.

c. The AN/AVR-2B Laser Warning Set is a passive laser warning system. It receives, processes, and displays on the multi-functional display unit threat information resulting from illumination of the aircraft by lasers. The hardware is classified Confidential. Releasable technical manuals for operation and maintenance are classified Secret.

d. The AN/APR-39D(V)2 Radar Signal Detecting Set is a system that provides warning of a radar-directed air defense threat to allow engagement of countermeasures. This is the MIL-STD 1553 data bus compatible configuration. Hardware is classified Confidential when programmed with U.S. threat data. Releasable technical manuals for operation and maintenance are classified Confidential. Releasable technical data (technical performance) are classified Secret.

e. The AN/ARC-201D Single Channel Ground and Airborne Radio System (SINCGARS) is a tactical frequency modulation (FM) airborne radio subsystem that provides secure, anti-jam voice and data communication. The Enhanced Data Modes (EDM) of the radio employ a Reed-Solomon Forward Error Correction (FEC) technique that provides enhanced bit-error-rate performance.

f. The M211 flare is a countermeasure decoy. It consists of case, piston, special material payload foils, and end cap. The special material is a pyrophoric metal (iron) foil that reacts with oxygen to generate infrared energy. The M211 flares are dispersed from aircraft to be used as decoys in combination with currently fielded M206 and M212 countermeasure flares to protect against advanced air-to-air missile threats. The hardware is Unclassified and releasable technical manuals for operation and maintenance are classified Secret.

g. The M212 flare is a multi-spectral countermeasure flare. It consists of a case, impulse cartridge, Safe and Ignition (S&I), a propellant grain and a forward brass closure which acts as a weight to improve aerodynamics of the decoy. The M212 flares are dispersed from an aircraft and used in combination with the currently fielded M206 and M211 countermeasure flares and decoys to protect against advanced air-to-air and surface-to-air missile

threats. The hardware is Unclassified and releasable technical manuals for operation and maintenance are classified Secret.

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

3. A determination has been made that the recipient country can provide the same degree of protection for the sensitive technology being released as the U.S. Government. This sale is necessary in furtherance of the U.S. foreign policy and national security objectives outlined in the Policy Justification.

4. All defense articles and services listed in this transmittal have been authorized for release and export to the Government of the United Kingdom.

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Norfolk Harbor and Channels Deepening NEPA Scoping Meeting and Public Comment Period

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

ACTION: NEPA scoping meeting and public comment period.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969, as amended (NEPA), 42 U.S.C. 4321-4370, as implemented by the Council on Environmental Quality Regulations (40 CFR parts 1500-1508), the U.S. Army Corps of Engineers (USACE) plans to prepare an Environmental Assessment (EA) to evaluate environmental impacts from reasonable project alternatives and to determine the potential for significant impacts related to improvements to the Norfolk Harbor Channels. If the USACE determines that there is a potential for a significant environmental impact, the USACE will issue a Notice of Intent to prepare an Environmental Impact Statement in the **Federal Register**.

Federal, state, and local agencies, Indian tribes, and the public are invited to provide scoping comments to identify issues, alternatives, and potentially significant effects to be considered in the analysis.

DATES: Scoping comments may be submitted until October 30, 2015.

ADDRESSES: The public is invited to submit NEPA scoping comments at the meeting and/or submit comments to Alicia Logalbo, USACE, via email/mail/telephone at Alicia.Logalbo@usace.army.mil/ ATTN: Alicia Logalbo, Department of the Army, U.S. Army Corps of Engineers, Norfolk District, Fort Norfolk, 803 Front St., Norfolk, VA 23510, (757) 201-7210. The project title and the commenter's contact information should be included with submitted comments.

FOR FURTHER INFORMATION CONTACT: Alicia Logalbo, (757) 201-7210.

SUPPLEMENTARY INFORMATION: The USACE is the lead federal agency for this project and the Commonwealth of Virginia acting through its Agent, the Virginia Port Authority, will act as the non-federal sponsor for the study. Norfolk Harbor (sometimes referred to as the Port of Hampton Roads) is located in the southeastern part of the Commonwealth of Virginia at the southern end of Chesapeake Bay, midway on the Atlantic Seaboard (approximately 170 miles south of Baltimore, MD, and 220 miles north of Wilmington, NC). The harbor is formed by the confluence of the James, Nansemond, and Elizabeth Rivers. The land area surrounding the harbor encompasses approximately 1,500 square miles and includes the cities of Chesapeake, Norfolk, Portsmouth, Suffolk, and Virginia Beach, as well as Isle of Wight County on the south side and Hampton and Newport News on the north side. The Norfolk Harbor and Channels Deepening Project consists of a network of federally-improved channels extending from the Atlantic Ocean, through the Chesapeake Bay, and into the Port of Hampton Roads. The study is anticipated to include an evaluation of a range of Norfolk Harbor Channels' dimensions. Specific planning objectives for the Norfolk Harbor and Channels Deepening General Reevaluation Study include:

- Determine if light loading, tidal delay, or other commercial navigation benefits exist to justify increasing channel system dimensions in the Atlantic Ocean Channel, the Thimble Shoal Channel, and/or the Norfolk Harbor Channel to Lambert's Point on the Main Branch of the Elizabeth River;
- Examine the impact of increased channel system dimensions on the capacity of existing dredged material placement sites;
- Evaluate the impact of increased channel system dimensions on shoaling rates for existing and advance harbor maintenance needs;

- Examine the hydrodynamic and environmental effects of increased dimensions of the channel system and effects on adjacent shorelines;
- Identify environmental and cultural resources in the study area and potential impacts from increased channel system dimensions to those resources; and
- Identify the National Economic Development plan which most efficiently and safely accommodates existing and larger commercial ship and barge traffic while avoiding or minimizing impacts to environmental resources.

Scoping/Public Involvement. A public NEPA scoping meeting will be held on September 24, 2015 from 6:00 p.m.–8:00 p.m. The NEPA scoping meeting will be held at the Half Moore Cruise and Celebration Center, Virginia Room, 1 Waterside Drive, Norfolk, VA 23510.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

[FR Doc. 2015–24085 Filed 9–21–15; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Elizabeth River and Southern Branch Navigation Improvements NEPA Scoping Meeting and Public Comment Period

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

ACTION: NEPA scoping meeting and public comment period.

SUMMARY: Pursuant to the requirements of the National Environmental Policy Act of 1969, as amended (NEPA), 42 U.S.C. 4321–4370, as implemented by the Council on Environmental Quality Regulations (40 CFR parts 1500–1508), the U.S. Army Corps of Engineers (USACE) plans to prepare an Environmental Assessment (EA) to evaluate environmental impacts from reasonable project alternatives and to determine the potential for significant impacts related to improvements to the Elizabeth River and Southern Branch Channels. If the USACE determines that there is a potential for a significant environmental impact, the USACE will issue a Notice of Intent to prepare an Environmental Impact Statement in the **Federal Register**.

Federal, state, and local agencies, Indian tribes, and the public are invited to provide scoping comments to identify issues, alternatives, and potentially significant effects to be considered in the analysis.

DATES: Scoping comments may be submitted until October 30, 2015.

ADDRESSES: The public is invited to submit NEPA scoping comments at the meeting and/or submit comments to David Schulte, USACE, via email/mail/telephone at David.M.Schulte@usace.army.mil/ATTN: David Schulte, Department of the Army, U.S. Army Corps of Engineers, Norfolk District, Fort Norfolk, 803 Front St., Norfolk, VA 23510/(757)201–7007. The project title and the commenter's contact information should be included with submitted comments.

FOR FURTHER INFORMATION CONTACT: David Schulte, (757) 201–7007.

SUPPLEMENTARY INFORMATION: The USACE is the lead federal agency for this study and the Commonwealth of Virginia acting through its Agent, the Virginia Port Authority, will act as the non-federal sponsor for the study. The Elizabeth River and Southern Branch Channels are federally-improved channels extending from the Norfolk Harbor Channels extent near Lambert's Point to the Southern Branch of the Elizabeth River. The Elizabeth River is a tributary of the James River, and is located near the confluence of the James River along its southern bank and the Chesapeake Bay mainstem. The land area surrounding the Elizabeth River and Southern Branch Channels includes the cities of Chesapeake, Norfolk, and Portsmouth.

The study is anticipated to include an evaluation of a range of dimensions for the Elizabeth River and Southern Branch Navigation Channels. Specific planning objectives for the Elizabeth River and Southern Branch Navigation Improvements General Reevaluation Study include:

- Determine if commercial navigation benefits exist to justify additional deepening and potentially widening of the Elizabeth River and Southern Branch Channels;
- Examine the impact of increased channel system dimensions on the capacity of existing dredged material placement sites;
- Evaluate the impact of increased channel system dimensions on shoaling rates for existing and advance harbor maintenance needs;
- Examine the hydrodynamic and environmental effects of increased dimensions of the channel system and effects on adjacent shorelines;
- Identify environmental and cultural resources in the study area and potential impacts from increased channel system dimensions to those resources; and
- Identify the National Economic Development plan which most

efficiently and safely accommodates existing and larger commercial ship and barge traffic while avoiding or minimizing impacts to environmental resources.

Scoping/Public Involvement. A public NEPA scoping meeting will be held on September 24, 2015 from 6:00 p.m.–8:00 p.m. The NEPA scoping meeting will be held at the Half Moore Cruise and Celebration Center, Virginia Room, 1 Waterside Drive, Norfolk, VA 23510.

Brenda S. Bowen,

Army Federal Register Liaison Officer.

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DEPARTMENT OF EDUCATION

[Docket No.: ED_2015–ICCD–0112]

Agency Information Collection Activities; Comment Request; Data Challenges and Appeals Solution (DCAS)

AGENCY: Federal Student Aid (FSA), Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3507(j)), ED is requesting the Office of Management and Budget (OMB) to conduct an emergency review of a new information collection.

DATES: Approval by the OMB has been requested by October 15, 2015. A regular clearance process is also hereby being initiated. Interested persons are invited to submit comments on or before November 23, 2015.

ADDRESSES: Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at <http://www.regulations.gov> by selecting Docket ID number ED_2015–ICCD–0112 or via postal mail, commercial delivery, or hand delivery. If the regulations.gov site is not available to the public for any reason, ED will temporarily accept comments at ICDocketMgr@ed.gov. Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted; ED will ONLY accept comments during the comment period in this mailbox when the regulations.gov site is not available. Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW., LBJ, Mailstop L–OM–2–2E319, Room 2E105, Washington, DC 20202.