

## POLICY JUSTIFICATION

### India – CBU-105 Sensor Fuzed Weapons

**The Government of India has requested a possible sale of 510 CBU-105 Sensor Fuzed Weapons; 19 CBU-105 Integration test assets (12 live tails, 7 inert tails); 5 CBU-97 Integration test assets; containers; aircraft modification and integration; spare and repair parts; support and test equipment; software support; personnel training and training equipment; technical data and publications; U.S. Government and contractor engineering and logistics support services; and other related elements of logistics support. The estimated cost is \$375 million.**

**This proposed sale will contribute to the foreign policy and national security of the United States by helping to strengthen the U.S.-India strategic relationship and to improve the security of an important partner which continues to be an important force for political stability, peace, and economic progress in South Asia.**

**India intends to use the Sensor Fuzed Weapons to modernize its armed forces and enhance its defensive ability to counter ground-armored threats. The missiles will assist the Indian Air Force to develop and enhance standardization and operational ability with the United States. India will have no difficulty absorbing these missiles into its armed forces.**

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

**The prime contractor will be Textron Systems Corporation of Wilmington, MA. The purchaser has requested offsets; however, at this time agreements are undetermined and will be defined in negotiations between the purchaser and contractor.**

**Implementation of this proposed sale will require annual trips to India involving U.S. Government and contractor representatives for technical reviews/support, and program management for a period of approximately two years.**

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

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#### DEPARTMENT OF DEFENSE

#### Department of the Army

**Notice of Intent To Prepare an Environmental Impact Statement to Construct a Second Runway at the Killeen-Fort Hood Regional Airport, Killeen, TX**

AGENCY: Department of the Army, DOD.

**ACTION:** Notice.

**SUMMARY:** Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, *et seq.*), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500-1508), and Department of the Army (DoA) Implementing regulations (32 CFR part 651 *Environmental Analysis of Army Actions; Final Rule*), the DoA is issuing this notice to advise the public of its intent to prepare an Environmental

Impact Statement (EIS) to assess the potential environmental impacts on a proposal to construct a second runway at the Killeen-Fort Hood Regional Airport (Airport) at Killeen, TX. Initial assessment indicates that the preparation of an EIS is warranted because the proposed action would involve construction of facilities that would have a significant effect on habitat for the federally listed black-capped vireo and golden cheeked warbler. The City of Killeen initiated the proposed project, thus is the project's proponent. Because the proposed

project will be located on Fort Hood Military Reservation, or Federal land, the Department of the Army is the lead agency.

**FOR FURTHER INFORMATION CONTACT:** John MacFarlane, Environmental Research Group, LLC, P.O. Box 11544, Fort Worth, TX 76110, 817-923-6455, 817-923-6456 (fax), <http://www.envrg.com>.

**SUPPLEMENTARY INFORMATION:** The Fort Hood Military Reservation occupies 214,778 acres in central Texas in Bell and Coryell Counties. It is 58 miles north of Austin, TX, and 39 miles southwest of Waco, TX, and lies adjacent to the City of Killeen, TX. The installation has three cantonment areas (designated Main Cantonment Area, West Fort Hood, and North Fort Hood) on 8,604 acres, two instrumented airfields on 2,915 acres, and maneuver and live-fire training areas on 197,603 acres.

In 1999, Fort Hood and the City of Killeen (City) completed negotiations for a joint-use agreement that allowed the City to lease property southeast of Robert Gray Army Airfield and allow civilian access to Fort Hood's 10,000 ft runway. The resulting Killeen-Fort Hood Regional Airport began commercial operations on August 2, 2004. It is a small, regional/commercial joint-use airport also known by its military designation as Robert Gray Army Airfield. The airport is within the boundaries of the Fort Hood Military Reservation and is located a few miles southwest of the City of Killeen. The joint-use airport operates with a single runway.

The EIS will analyze the impacts of all practicable alternatives, including the No Action Alternative. Impacts analyzed in the EIS will include a wide range of environmental resource areas including, but not limited to, air quality, traffic, noise, water resources, biological resources, cultural resources, socioeconomic, utilities, land use, solid and hazardous materials/waste, and cumulative environmental effects. Additional resources, conditions, and alternatives may be identified as a result of the scoping process initiated by this NOI.

Opportunities for public participation will be announced in the local news media, on the City's Web site at <http://www.ci.killeen.tx.us>, and on Fort Hood's Web site <http://www.dpw.hood.army.mil>, click on "Public Notices" link. The City will host public scoping meetings in the vicinity of the proposed project. Previously identified alternatives will be displayed at those meetings, while public input may determine other

alternatives. The exact dates, times, and location(s) of public scoping meetings will be announced through the local news media, including, but not limited to local newspapers. Oral and written comments presented at the public scoping meetings, as well as written comments received by the City during this scoping period and throughout the environmental impact analysis process, will be considered in the preparation of the EIS. Following completion of a Draft EIS (DEIS), the public will have an additional opportunity for review and comment. Comments from the public will be considered before any decision is made regarding implementing the proposed action at the Killeen-Fort Hood Regional Airport.

**Steven G. Burrow,**

*Chief, Environmental Programs, Directorate of Public Works.*

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## DEPARTMENT OF DEFENSE

### Department of the Navy

#### **Notice of Intent To Prepare an Environmental Impact Statement for the Disposal and Reuse of Naval Air Station (NAS) Brunswick, ME, and Notice of Public Scoping Meetings**

**AGENCY:** Department of the Navy, DoD.

**ACTION:** Notice.

**SUMMARY:** Pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) of 1969, as implemented by the Council on Environmental Quality regulations (40 CFR Parts 1500-1508), the Department of the Navy (DON) announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental consequences of the disposal and reuse of NAS Brunswick, Maine, per Public Law 101-510, the Defense Base Closure and Realignment Act of 1990, as amended in 2005 (BRAC Law). Potential impacts associated with reuse of NAS Brunswick, including changes in aviation, housing, school system, traffic patterns, and environmental remediation will be evaluated and will contribute to the alternatives considered.

**DATES:** The DON will conduct public scoping meetings in Brunswick, Cumberland County, Maine, to receive comments on the environmental concerns that should be addressed in the EIS. Public scoping open houses will be as follows:

1. *Open House:* Wednesday, November 12, 2008, 4 p.m.-8 p.m.,

Brunswick Junior High School, Gymnasium, 65 Columbia Avenue, Brunswick, Maine.

2. *Open House:* Thursday, November 13, 2008, 10 a.m.-2 p.m., Brunswick Municipal Meeting Facility (Old High School), 44 McKeen Street, Brunswick, Maine.

**FOR FURTHER INFORMATION CONTACT:** Director, BRAC Program Management Office Northeast, 4911 Broad Street, Building 679, Philadelphia, PA 19112-1303, *telephone:* 215-897-4900, *fax:* 215-897-4902, *e-mail:* [david.drozd@navy.mil](mailto:david.drozd@navy.mil).

**SUPPLEMENTARY INFORMATION:** The Base Closure and Realignment (BRAC) Commission was established by Public Law 101-510, the BRAC Law, to recommend military installations for realignment and closure. Recommendations of the 2005 BRAC Commission were included in a report presented to the President on September 8, 2005. The President approved and forwarded this report to Congress on September 16, 2005, which became effective as public law on November 9, 2005, and must be implemented in accordance with the requirements of the BRAC Law.

The BRAC Law exempts the decision-making process of the Commission from the provisions of NEPA. The Law also relieves the DoD from the NEPA requirements to consider the need for closing, realigning, or transferring functions, and from looking at alternative installations to close or realign. The DON is preparing environmental impact analyses during the process of relocating functions from military installations being closed or realigned to other military installations after the receiving installations have been selected, but before the functions are relocated. The analyses will consider direct and indirect environmental and socioeconomic impacts of these actions and cumulative impacts of other reasonably foreseeable actions affecting the receiving installations.

The BRAC recommendation for closure of NAS Brunswick is as follows: Close NAS Brunswick, Maine; relocate its aircraft along with dedicated personnel, equipment, and support to NAS Jacksonville, Florida; and consolidate the Aircraft Intermediate Maintenance Department with the Fleet Readiness Center Southeast, Jacksonville, Florida.

NAS Brunswick is a 3,162-acre air installation located in Brunswick, Maine. Outlying facilities that are part of the BRAC recommendation include the Topsham Annex, McKeen Street