

holders are complying with fund deposit/withdrawal requirements established in program regulations and properly accounting for fund activity on their Federal income tax returns. The information collected must also be reported annually to the Secretary of Treasury in accordance with the Tax Reform Act, 1986.

## II. Method of Collection

The collection of information will be collected on the Capital Construction Fund—Deposit/Withdrawal Report form which agreement holders are required to submit at the end of their tax year.

## III. Data

*OMB Number:* 0648-0041.

*Form Number:* NOAA Form 34-82.

*Type of Review:* Regular Submission.

*Affected Public:* Businesses and other-for profit organizations—commercial fishermen, partnerships, and corporations with Capital Construction Fund agreements.

*Estimated Number of Respondents:* The universe of respondents is estimated at 4,000 annually. Number of responses is estimated at 5,000 due to some participants having more than one agreement.

*Estimated Time Per Response:* Preparation of reports is estimated at 20 minutes per report. The total annual burden of hours is estimated at 1,650 hours per year.

*Estimated Total Annual Cost:* No capital, operations, or maintenance costs are expected.

## IV. Request for Comments

Comments are invited on: (a) Whether the proposed collection of information is necessary for proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden (including hours and cost) of the proposed collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology.

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval of this information collection; they will also become a matter of public record.

Dated: October 7, 1996.  
Linda Engelmeier,  
*Management Analyst, Office of Management and Organization.*  
[FR Doc. 96-26997 Filed 10-21-96; 8:45 am]  
BILLING CODE 3510-22-P

## CONSUMER PRODUCT SAFETY COMMISSION

### Sunshine Act Meeting

**AGENCY:** U.S. Consumer Product Safety Commission, Washington, DC 20207.

**"FEDERAL REGISTER" CITATION OF PREVIOUS ANNOUNCEMENT:** [insert FR citation].

**PREVIOUSLY ANNOUNCED TIME AND DATE OF MEETING:** 10:30 a.m., October 23, 1996.

**CHANGES IN MEETING:** The meeting date and time concerning the FY 1997 Operating Plan has been changed to Thursday, October 24, 1996 at 10:00 a.m.

For a recorded message containing the latest agenda information, call (301) 504-0709.

**CONTACT PERSON FOR ADDITIONAL INFORMATION:** Sadye E. Dunn, Office of the Secretary 4330 East West Highway, Bethesda, MD 20207 (301) 504-0800.

Dated: October 17, 1996.  
Sadye E. Dunn,  
*Secretary.*  
[FR Doc. 96-27194 Filed 10-18-96; 2:13 pm]  
BILLING CODE 6355-01-M

## DEPARTMENT OF DEFENSE

### Department of the Army

#### Proposed Finding of No Significant Impact (FONSI) for the M1 Breacher Life Cycle Environmental Assessment

**AGENCY:** U.S. Army Program Executive Office, Ground Combat & Support Systems.

**ACTION:** Notice.

**SUMMARY:** In accordance with the National Environmental Policy Act (NEPA) of 1969 and Army Regulation 200-2, the proposed FONSI for the M1 Breacher is being published for comment. The U.S. Army Program Executive Office, Ground Combat & Support Systems (PEO-GCSS) has prepared a Life Cycle Environmental Assessment (LCEA) which examines the potential impacts to the natural and human environment from the proposed development of the Breacher as a combat vehicle that combines capabilities to reduce both simple and complex obstacle systems into a single

armored vehicle chassis. Based on the LCEA, PEO-GCSS and the Tank-automotive and Armaments Command (TACOM) have determined the proposed action is not a major Federal action significantly affecting the quality of the human environment, within the meaning of NEPA. Therefore the preparation of an environmental impact statement is not required and the Army is issuing this proposed FONSI.

**FOR FURTHER INFORMATION CONTACT:** Questions concerning the proposed action should be directed to Mr. Brian Bonkosky, Program Executive Office, Ground Combat & Support Systems, Breacher Product Manager's Office, ATTN: SFAE-GCSS-CV-B, Warren, Michigan 48397-5000, telephone number: (810) 574-7687, fax number: (810) 574-7822.

**SUPPLEMENTARY INFORMATION:** Note: PEO, GCSS absorbed the U.S. Army Program Executive Office, Armored Systems Modernization (PEO, ASM) in September 1996. The LCEA, upon which this FONSI is based, was conducted within PEO, ASM. Organizational references within the LCEA to PEO, ASM should be considered to be changed to PEO, GCSS.

### Proposed Action

This LCEA examines the potential impacts to the natural and human environment from the proposed development of the M1 Breacher as a combat vehicle combining capabilities to reduce both simple and complex obstacle systems into a single armored vehicle chassis. The Breacher would meet the Army's Operational Requirements Document (ORD) specified requirements for increased capability in a single armored vehicle based on the M1 Abrams chassis. These requirements call for capability to remove and destroy obstacles to troop and vehicular movement (such as ditches, berms, barbed wire, and other natural or man-made obstacles). The Breacher also provides countermine capability, as well as more mobility and survivability than is currently available. In accordance with the Army's combat maintenance emphasis on designing for discard, Breacher combat components, to the maximum extent feasible, would be designed for discard at failure in the field. However, in non-combat situations, packaging, handling, and storage for transportation of Breacher systems would include the consideration of such recycling and pollution prevention measures as employing reusable containers and the breakdown and recycling of discarded components.