

DEPARTMENT OF DEFENSE**Office of the Secretary****Meeting of the President's Security Policy Advisory Board**

ACTION: Notice.

SUMMARY: The President's Security Policy Advisory Board has been established pursuant to Presidential Decision Directive/NSC-29, which was signed by the President on September 16, 1994.

The Board will advise the President on proposed legislative initiatives and executive orders pertaining to U.S. security policy, procedures and practices as developed by the U.S. Security Police Board, and will function as a federal advisory committee in accordance with the provisions of Pub. L. 92-463, the "Federal Advisory Committee Act."

The President has appointed from the private sector, three of five Board members each with a prominent background and expertise related to security policy matters. General Larry Welch, USAF (Ret.) will chair the Board. Other members include: Admiral Thomas Brooks, USN (Ret.) and Ms. Niná Stewart.

The next meeting of the Board will be held on 12 December 1997, at 1330 hours at Marriott Hotel, 8026 Leesburg Pike, Tysons Corner, VA. 22182. The meeting will be open to the public.

For further information please contact Mr. Terence Thompson, telephone: 703-602-9969.

Dated: November 20, 1997.

L.M. Bynum,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 97-30997 Filed 11-25-97; 8:45 am]

BILLING CODE 5000-04-M

DEPARTMENT OF DEFENSE**Department of the Army****Draft Environmental Impact Statement (DEIS) on the Disposal and Reuse of the Seneca Army Depot Activity, New York**

AGENCY: Department of the Army, DoD.

ACTION: Notice of availability.

SUMMARY: The proposed action evaluated by this DEIS is the disposal of the Seneca Army Depot Activity (SEDA), New York, in accordance with the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, as amended.

The DEIS addresses the environmental impacts of the disposal

and subsequent reuse of the entire installation except for the property required to create and maintain an enclave for storage of hazardous materials and ores as directed by the BRAC Commission. Alternatives examined in the DEIS include encumbered disposal of the property, unencumbered disposal of the property and retention of the property in a caretaker status (i.e., the no action alternative). The Army's preferred alternative for disposal of SEDA property is encumbered disposal, with encumbrances pertaining to historical resources, remedial activities, easements, wetlands, groundwater use, and unexploded ordnance.

Disposal of the Depot property is the Army's primary action. Reuse of the property is a secondary action that will be taken by others. The DEIS also analyzes the potential environmental effects of reuse by means of evaluating intensity-based probable reuse scenarios. Appropriate to the Depot are low, medium-low, and medium intensity reuse scenarios reflecting the range of activities that could occur after disposal of the property.

The Army proposes to transfer the majority of the 10,594 acres to the Seneca County Industrial Development Agency (IDA). The U.S. Coast Guard would obtain 290 acres for continued use of a LORAN-C antenna station. The establishment of an enclave as directed by the BRAC Commission would require the Army's retention of 30 acres to be used for storage of hazardous materials and ores. This would leave approximately 10,274 acres available for transfer or conveyance to the IDA.

The Army will hold a public review meeting for this DEIS in January 1998. The location and date of the meeting will be announced in the local news media.

DATES: Written public comments received within the 45 days of the date of publication of the Environmental Protection Agency's Notice of Availability in the **Federal Register** will be addressed in the preparation of the Final EIS.

ADDRESSES: The DEIS is available for review at three libraries: the Waterloo Library and Historical Society, Attn: Ms. Mary Zingerella, 31 East Williams Street, Waterloo, NY 13165; Edith B. Ford Memorial Library, Attn: Mr. & Mrs. Henry Morris, 7169 North Main Street, Ovid, NY 14521; and the Geneva Free Library, Attn: Ms. Kim Iraci, 244 Main Street, Geneva, NY 14456. Comments can be addressed to and copies may be obtained by writing to Mr. Hugh McClellan, Corps of Engineers, Mobile

District, Attn: SAMPD, P.O. Box 2288, Mobile, Alabama 36628-0001 or by facsimile at (334) 690-2605.

Dated: November 20, 1997.

Raymond J. Fatz,

Deputy Assistant Secretary of the Army, (Environment, Safety and Occupational Health), OASA (I,L&E).

[FR Doc. 97-31080 Filed 11-25-97; 8:45 am]

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DEPARTMENT OF DEFENSE**Department of the Army****Armored Security Vehicle (ASV)**

AGENCY: U.S. Army Tank-automotive and Armaments Command.

ACTION: Notice of intent.

SUMMARY: The Program Manager, Light Tactical Vehicles (PM LTV) has prepared a Life-Cycle Environmental Assessment (LCEA) which examines the potential impacts to the natural and human environment from the life cycle activities of the Armored Security Vehicle (ASV). Based on the LCEA, PM LTV has determined that the proposed action is not a major Federal action significantly affecting the quality of the human environment, within the meaning of the National Environmental Policy Act (NEPA) of 1969. Therefore, the preparation of an environmental impact statement is not required and the Army is issuing this Finding of No Significant Impact (FONSI).

ADDRESSES: Written comments should be sent to, U.S. Army Tank-automotive and Armaments Command (TACOM), ATTN: AMSTA-DSA-LT (ASV), Warren, MI 48397-5000

FOR FURTHER INFORMATION CONTACT: For further information, or to obtain a copy of the ASV Life-Cycle Environmental Assessment contact Mr. Anthony Shaw, Weapon System Manager (810) 574-8654.

SUPPLEMENTARY INFORMATION:**a. Proposed Action**

This LCEA examines the potential impacts to the natural and human environment from the procurement of the ASV to satisfy the Army's need for survivability in a Military Police (MP) mobile platform. The ASV will be used by MP three-man teams in highly exposed threat environments. Current funding is available to procure up to 195 vehicles.

b. Environmental Impact

The ASV life-cycle includes the transport of vehicles to test sites, testing, vehicle production, deployment and

operation of production vehicles and their eventual demilitarization. Potential environmental impacts of these life-cycle stages may include Air Quality, Noise, Water, Soil and Groundwater, Hazardous Materials and Hazardous Wastes, and Flora, Fauna and Threatened or Endangered Species at each of these life-cycle phases.

c. Additional Findings

Impacts from the proposed action would be minimal and not significant for the following reasons:

(1) The ASV will be used in its intended environment. This intended environment includes vehicle production and some testing at the Contractor's facility, and the remainder of life-cycle activities at Army installations and facilities.

(2) The ASV is very similar to vehicles produced commercially and vehicles already in the Army inventory. It is being produced in low to moderate quantities and will not significantly increase the vehicle population at Army installations and facilities.

(3) The overall environmental risk associated with the ASV is very low. It does not introduce any new technologies or processes. Vehicle life cycle activities do not introduce any potential environmental impacts that are not already currently mitigated by Army policy and procedures.

(4) The ASV Project Manager has ensured that the Contractor producing the vehicle is environmentally compliant, has no permit violations, and has commercial practices for Hazardous Material Management and Pollution Prevention in production of the ASV.

(5) The ASV Product Manager recognizes that Army installations and facilities have environmental plans and measures in place to address vehicle life cycle activities very similar to that of the ASV to prevent, mitigate and remediate environmental damage caused by vehicle operation. Vehicle operations at these Army installations and facilities are in conjunction with normal activities that are already addressed in their site specific environmental impact statements.

d. Determination

It is therefore concluded that this program:

(1) Is not a major federal action significantly affecting the quality of human environment.

(2) Will not have a significant impact on the environment.

(3) Is not likely to be environmentally controversial.

(4) Will not likely result in litigation based on environmental quality issues.

(5) Does not require an Environmental Impact Statement (EIS).

Phillip O. Meengs,

Project Manager, Light Tactical Vehicles.

[FR Doc. 97-31036 Filed 11-25-97; 8:45 am]

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DEPARTMENT OF DEFENSE

Department of the Army

Corps of Engineers

Atlantic Coast of Long Island, From Fire Island Inlet to Montauk Point, New York (Reach 1—Fire Island Inlet to Moriches Inlet Interim Plan for Storm Damage Protection)

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

ACTION: Notice of intent.

SUMMARY: The New York District of the U.S. Army Corps of Engineers is beginning preparation of a Draft Environmental Impact Statement (DEIS) for proposed measures for interim storm damage protection for Reach 1—Fire Island Inlet to Moriches Inlet (study area) of the Atlantic Coast of Long Island, from Fire Island Inlet to Montauk Point, New York. A Notice of Intent for the preparation of a DEIS for the Atlantic Coast of Long Island, from Fire Island Inlet to Montauk Point, New York Reformulation Study, a long-term solution for the entire 83 mile study area, has also been published in the **Federal Register** dated July 28, 1997 (Volume 62, Number 144). For this Notice of Intent, the Corps is considering interim protection measures to address critical areas due to recent storm activity which has resulted in continual erosion leading to a decrease in the width of beach and a loss of beach material. Due to the continued erosion and a lack of sufficiently high beaches, berms or dune systems, residential and commercial developments have become increasingly susceptible to storm damage from flooding and wave attack and may need to be addressed prior to completion of the Reformulation Study. The EIS will be prepared according to the U.S. Army Corps of Engineers procedures for implementing the National Environmental Policy Act of 1969, as amended, (NEPA), 42 U.S.C. 4332(2) (C), and consistent with the U.S. Army Corps of Engineers' policy to facilitate public understanding and scrutiny of agency proposals. This notice of intent is published as required by the President's Council on Environmental Quality regulations implementing the

provisions of NEPA, 40 CFR Parts 1500–1508.

FOR FURTHER INFORMATION CONTACT: Mr. Stephen A. Couch, Study Manager, (212) 264-9077; Mr. Peter M. Weppler, EIS Coordinator, (212) 264-4663; Planning Division, Corps of Engineers, New York District, 26 Federal Plaza, New York, New York 10278-0090.

SUPPLEMENTARY INFORMATION: The overall Fire Island Inlet to Montauk Point, New York, Combined Beach Erosion Control and Hurricane Protection Project was authorized by the River and Harbor Act of 1960 in accordance with the recommendations of the Chief of Engineers in House Document No. 425, 86th Congress dated June 21, 1960. The original authorized project provided for beach erosion control and hurricane protection along five reaches by means of widening the beaches along the developed areas, raising the dunes by artificial placement of suitable sand, grass planting on the dunes, and construction of interior drainage structures at Mecox Bay, Sagaponack Lake, and Georgica Pond. The project authorized construction of 50 groins subject to determination of their actual need. The authorization was subsequently modified by Section 103 of the River and Harbor Act of October 12, 1962, Section 31 of the Water Resources Development Act of 1974, Section 502 of the Water Resources Development Act of 1986, and Section 102 of the Water Resources Development Act of 1992. These modifications were made primarily to adjust the cost sharing provisions of the authorized project.

1. Location of Proposed Action

The project area is located entirely in Suffolk County, Long Island, New York, along the Atlantic and bay shore of the towns of Babylon, Islip, and Brookhaven. The study area is approximately 30 miles long. The study area includes Great South Bay which is connected to the Atlantic Ocean through Fire Island Inlet, a federal navigation channel. Great South Bay is connected to Moriches Bay by a narrow channel behind the barrier island. The westernmost portion of the study area, Fire Island Inlet, is located approximately 52 miles by water east of the Battery, New York. The project area includes the Atlantic Ocean and Great South Bay, Fire Island proper, Moriches Inlet, barrier beaches, the mainland of Long Island fronted by Fire Island Proper, as well as suitable offshore borrow areas that will supply material for beach construction and replenishment.