

Mr. Springer at the Office of Management and Budget, Desk Officer for DoD, Room 10236, New Executive Office Building, Washington, DC 20503.

DOD Clearance Officer: Mr. Robert Cushing.

Written requests for copies of the information collection proposal should be sent to Mr. Cushing, WHS/DIOR, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302.

Dated: May 22, 2000.

Patricia L. Toppings,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 00-13287 Filed 5-25-00; 8:45 am]

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DEPARTMENT OF DEFENSE

Office of the Secretary

Submission for OMB Review; Comment Request

ACTION: Notice.

The Department of Defense has submitted to OMB for clearance, the following proposal for collection of information under the provisions of the Paperwork Reduction Act (44 U.S.C. chapter 35).

Title, Form Number, and OMB Number: Medical Screening of Military Personnel; DD Forms 2807-1, 2807-2; OMB Number 0704-[To Be Determined].

Type of Request: New Collection.

Number of Respondents: 850,000.

Responses per Respondent: 1.

Annual Responses: 850,000.

Average Burden per Response: 9.6 minutes.

Annual Burden Hours: 135,833.

Needs and Uses: Title 10 USC 504, 505, 507, 532, 978, 1201, 1202, and 4346, require military applicants to meet medical accession standards for enlistment, induction, and appointment to the Armed Forces. This information collection is the basis for determining medical eligibility of applicants based upon their current and past medical history. The General Accounting Office report, "Military Attrition—DoD Could Save Millions by Better Screening Enlisted Personnel," dated January 1997, instructed the Department of Defense to develop a better method for medically screening military applicants. As a result, the DD Form 2807-1, "Report of Medical History" and the DD Form 2807-2, "Medical Prescreen of Medical History Report," will be the forms used to collect the necessary data needed from the military applicants to elicit a more accurate picture of their

well being and medical history. The information obtained on the DD Form 2807-2 will also identify any medical disqualifying condition(s) prior to the application process and meets the Congressional requirements to obtain the applicant's health care provider and insurance provider.

Affected Public Individuals or Households; Not-For-Profit Institutions.
Frequency: On Occasion.

Respondent's Obligation: Voluntary.

OMB Desk Officer: Mr. Edward C. Springer.

Written comments and recommendations on the proposed information collection should be sent to Mr. Springer at the Office of Management and Budget, Desk Officer for DoD, Room 10236, New Executive Office Building, Washington, DC 20503.

DOD Clearance Officer: Mr. Robert Cushing.

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Dated: May 22, 2000.

Patricia L. Toppings,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

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DEPARTMENT OF DEFENSE

Department of the Air Force

Notice of Intent To Prepare an Environmental Impact Statement; Airfield Repairs, Landing Systems Improvements, and Adjustments to Aircrew Training at Altus Air Force Base, Oklahoma

The United States Air Force intends to prepare an Environmental Impact Statement (EIS) to evaluate potential environmental impacts of the following proposed actions at the 97th Air Mobility Wing, Altus Air Force Base, Oklahoma:

- Repair of the west runway (Runway 17 Right/35 Left) and associated taxiways;
- Installation of an Instrument Landing System (ILS) for the east runway (Runway 17 Left/35 Right) and a Microwave Landing System (MLS) on the assault landing strip;
- Increase C-17 and KC-135 training while phasing out C-141 aircrew training and reducing C-5 training.

Deterioration of airfield pavements over the years has increased the potential for loose material damage to the aircraft that use the west runway

and associated taxiways. During the nearly three-year phased runway repair program, some increased use of the east runway would be necessary. During an approximate four-month period, the west runway would be closed and the east runway would be used for all essential aircraft operations.

An instrument approach is a series of predetermined maneuvers for the orderly transfer of an aircraft from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually or a missed approach is executed. Currently, Altus AFB has ILS approaches only to each end of the west runway. ILS equipment transmits information to aircraft to guide the aircraft to the runway. This ILS approach capability would be lost during the repair phase when the west runway would be closed. Thus, installing ILS equipment on the east runway before the west runway is closed for repair would allow continued ILS approach training at Altus AFB. Over the long-term, the increased availability of ILS approaches on both runways, as opposed to only the west runway, would improve aircrew training efficiency at the base. Aircrews currently use simulators for MLS approaches since the base does not have MLS equipment on the airfield. MLS approach capability to the assault landing strip would allow aircrews to perform MLS approaches in the C-17 aircraft. This equipment would also complement simulator training.

As C-141 aircraft are phased out of the Air Force inventory, the Air Force's need for C-17 and KC-135 aircrew training will increase and need for C-5 aircrew training will decrease from levels previously forecast and environmentally assessed. The net effect will be an increased need for flying training at Altus AFB. Altus AFB aircrews would continue using Clinton-Sherman Industrial Airpark, Burns Flat, Oklahoma, for practice approaches, takeoffs, landings, and closed patterns.

In addition to the Proposed Action, the EIS will evaluate the potential environmental impacts of alternatives. One alternative is identical to the Proposed Action except that C-5 aircraft operations at the base would be reduced during the period when the west runway is closed. A second alternative is identical to the Proposed Action except that KC-135 aircraft operations at the base would be reduced during the period when the west runway is closed. These two alternatives would result in increased operations at Clinton-Sherman Industrial Airpark during the period of runway repair. The flying training adjustments identified for the