

equipment; publications; training; aviation life support systems; aircraft transportation; logistical and other technical assistance, and other related elements of logistical and program support.

(iv) *Military Department: Navy (AR-P-GVQ)*

(v) *Prior Related Cases, if any: AR-P-SSA, AR-P-GSH, AR-P-GSI, AR-P-GSJ*

(vi) *Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid: None*

(vii) *Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold: None*

(viii) *Date Report Delivered to*

Congress: December 19, 2019

* As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

Argentina—Support for EDA P-3C Aircraft

The Government of Argentina has requested a possible sale of equipment, support and services in support of Argentina's EDA purchase of four (4) P-3C aircraft, including four (4) turboprop engines on each airframe and an additional four (4) turboprop engines. The proposed sale will include communications equipment; radar equipment; Infrared /Electro-optic equipment; aircraft depot maintenance; depopulation and repopulation; supply support/spares and repair of repairables; support equipment; publications; training; aviation life support systems; aircraft transportation; logistical and other technical assistance, and other related elements of logistical and program support. The total estimated program cost is \$78.032 million.

This proposed sale will support the foreign policy and national security of the United States by helping to improve the security of a partner in South America.

Argentina's existing P-3B patrol aircraft have reached the end of their operational service life. To maintain maritime security, Argentina acquired four EDA P-3C aircraft to replace its older aircraft. These EDA aircraft need this refurbishment and equipment to be fully operational. It is vital to the U.S. national interest to assist Argentina in developing and maintaining a strong and ready self-defense maritime patrol aircraft capability. Argentina will have no difficulty absorbing these aircraft into its armed forces.

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

The prime contractors will be Logistic Services International, Jacksonville, FL;

Lockheed Martin Aircraft Center, Greenville, SC; Eagle Systems, Jacksonville, FL; and Rockwell Collins, Cedar Rapids, IA. There are no known offset agreements in connection with this potential sale.

Implementation of this proposed sale will require the temporary assignment of approximately 12 U.S. contractor representatives to Argentina to support the program.

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

[FR Doc. 2020-01130 Filed 1-23-20; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Navy

Certificate of Alternate Compliance for USS OAKLAND (LCS 24)

AGENCY: Department of the Navy, DoD.

ACTION: Notice of issuance of Certificate of Alternate Compliance.

SUMMARY: The U.S. Navy hereby announces that a Certificate of Alternate Compliance has been issued for USS OAKLAND (LCS 24). Due to the special construction and purpose of this vessel, the Deputy Assistant Judge Advocate General (DAJAG)(Admiralty and Maritime Law) has determined it is a vessel of the Navy which, due to its special construction and purpose, cannot comply fully with the navigation lights provisions of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) without interfering with its special function as a naval ship. The intended effect of this notice is to warn mariners in waters where 72 COLREGS apply.

DATES: This Certificate of Alternate Compliance is effective January 24, 2020 and is applicable beginning January 10, 2020.

FOR FURTHER INFORMATION CONTACT:

Lieutenant Tom Bright, JAGC, U.S. Navy, Admiralty Attorney, Office of the Judge Advocate General, Admiralty and Maritime Law Division (Code 11), 1322 Patterson Ave. SE, Suite 3000, Washington Navy Yard, DC 20374-5066, 202-685-5040, or admiralty@navy.mil.

SUPPLEMENTARY INFORMATION:

Background and Purpose. Executive Order 11964 of January 19, 1977 and 33 U.S.C. 1605 provide that the requirements of the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS), as to the number, position, range, or arc of visibility of lights or shapes, as well as

to the disposition and characteristics of sound-signaling appliances, shall not apply to a vessel or class of vessels of the Navy where the Secretary of the Navy shall find and certify that, by reason of special construction or purpose, it is not possible for such vessel(s) to comply fully with the provisions without interfering with the special function of the vessel(s). Notice of issuance of a Certificate of Alternate Compliance must be made in the **Federal Register**.

In accordance with 33 U.S.C. 1605, the DAJAG (Admiralty and Maritime Law), under authority delegated by the Secretary of the Navy, hereby finds and certifies that USS OAKLAND (LCS 24) is a vessel of special construction or purpose, and that, with respect to the position of the following navigational lights, it is not possible to comply fully with the requirements of the provisions enumerated in the 72 COLREGS without interfering with the special function of the vessel:

Annex I, paragraph 2(a)(i), pertaining to the vertical position of the forward masthead light; Annex I, paragraph 3(a), pertaining to the horizontal position of the forward masthead light; Rule 21(a) and Annex I, paragraph 2(f)(i), pertaining to the aft masthead light being clear of obstructions; Annex I, paragraph 3(a), pertaining to the horizontal separation between the forward and aft masthead lights; Annex I, paragraph 2(f)(ii), pertaining to the vertical and horizontal spacing of task lights; and Rule 27(b)(i) and Annex I, paragraph 9(b), pertaining to task light obstructions.

The DAJAG (Admiralty and Maritime Law) further finds and certifies that these navigational lights are in closest possible compliance with the applicable provision of the 72 COLREGS.

Authority: 33 U.S.C. 1605(c), E.O. 11964

Approved: January 20, 2020.

D.J. Antenucci,

Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2020-01143 Filed 1-23-20; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement for Navy Old Town Campus Revitalization at Naval Base Point Loma, California, and To Announce 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, the Department of the Navy (Navy) announces its intent to prepare an Environmental Impact Statement (EIS) to evaluate the potential environmental effects associated with revitalization of the Navy Old Town Campus (OTC) to support Naval Information Warfare Systems Command's (NAVWAR) current and future operational readiness. This EIS will also address provisions of the California Environmental Quality Act (CEQA) as it relates to non-federal development within the proposed alternatives. An EIS is considered the appropriate document for comprehensively analyzing the proposed action to demolish and construct buildings, utilities, and infrastructure at the OTC, Naval Base Point Loma, California. Specific proposed actions within the OTC proposal could include Navy recapitalization of the site or redevelopment through a public-private partnership.

DATES: The Navy is initiating a 30-day public scoping process to identify community interests and specific issues for analysis in the EIS. This public scoping process starts with the publication of this Notice of Intent. The Navy is planning two public scoping meetings to receive written comments on issues for analysis in the EIS. All public comments are due by February 24, 2020.

ADDRESSES: The meetings will be held in the following locations (all times local):

1. February 13, 2020, 4:00 p.m. to 7:00 p.m., Liberty Station Conference Center, Main Hall, Door A, 2600 Laning Road, San Diego, California 92106-6427.

2. February 19, 2020, 4:00 p.m. to 7:00 p.m., Liberty Station Conference Center, Main Hall, Door A, 2600 Laning Road, San Diego, California 92106-6427.

Additional information concerning meeting times and locations is available on the EIS website at www.navwar-revitalization.com. The Navy will announce public scoping meeting dates, times, and locations in the local news media.

Public scoping meetings will include open house sessions, with information stations staffed by Navy representatives. The Navy will collect comments during each of the two public scoping meetings. Written comments can also be made electronically on the project website.

FOR FURTHER INFORMATION CONTACT:

Naval Facilities Engineering Command Southwest, Navy OTC Revitalization EIS Project Manager, Attn: Mr. Ron Bochenek, 1220 Pacific Highway (Code EV21.RB), San Diego, California 92132-5101; telephone: 619-379-3860.

SUPPLEMENTARY INFORMATION: The U.S. Army Air Corps first used the OTC site in 1940. Use of the site transitioned to the United States Air Force in 1947. General Dynamics Corporation operated the facility, known as Air Force Plant 19, from approximately 1940 to the mid-1970s, using it primarily for aircraft production. Beginning in the late 1970s, subassembly activities for various missile production programs replaced aircraft assembly as the primary function of the facility. In 1994, the Air Force transferred ownership of the property to the U.S. Navy (with oversight given to Naval Base Point Loma) and manufacturing activities focused on space launch vehicle assembly as conducted by various military contractors.

NAVWAR established the OTC site as their headquarters in 1996, with a mission focus of naval communications and space programs. Site activities have since grown to include development, acquisition, and life cycle management of command, control, communications, computers, intelligence, surveillance, and reconnaissance systems for Navy, Marine Corps, and selected joint service, allied nation, and other government agency programs.

The existing OTC facilities are beyond their useful life and their degradation is affecting NAVWAR's cyber warfare mission, security, and workforce safety. The Navy requires secure, safe, modern state-of-the-art space to support NAVWAR's mission requirements. NAVWAR proposes to revitalize the OTC, which would include the demolition of existing facilities and construction of new buildings, utilities, and infrastructure to provide mission capable facilities for NAVWAR on OTC.

NAVWAR's mission requirements include 1,064,268 square feet (SF) of space, as follows:

- 845,326 SF of office space;
- 29,156 SF of secure conference and auditorium space;
- 24,172 SF of warehouse/storage space; and
- 165,614 SF of lab space.

Parking will also be required for personnel working at OTC, either on site or at a separate nearby location.

During development of the NAVWAR's mission requirements, the Navy identified a portion of the existing OTC facilities, primarily open storage/

laydown and warehouse space, could be accommodated at an off-site location. This EIS does not address the potential NAVWAR off-site facilities relocation. Therefore, subsequent NEPA may be required if alternative selection results in utilization of an off-site location.

The purpose of and need for the Proposed Action is to address substandard, inefficient, and obsolete facilities that are incapable of meeting and sustaining NAVWAR's mission requirements. Current facilities are beyond their useful life and negatively affect NAVWAR's cyber warfare mission, security, and workforce safety. NAVWAR requires secure, safe, efficient, modern, state-of-the-art facilities to meet information technology, artificial intelligence, and cyber warfare operational needs as a central component to NAVWAR's mission in defense of our Nation.

In September 2018, the Navy issued a Request for Interest (RFI) to evaluate the availability and adequacy of potential business sources to revitalize the OTC site through a public-private partnership. In November 2018, the Navy held an industry day to solicit responses to the RFI and highlight the Navy's willingness to consider all types of concepts to achieve Navy goals for revitalizing the OTC, including long-term leases, a land exchange, or sale. The RFI process resulted in twelve responses, four of which contained substantive market research. After considering the proposals received on the RFI, feedback received at industry day, and subsequent discussions with internal and external stakeholders, the Navy entered into an agreement with the San Diego Association of Governments (SANDAG) on September 19, 2019, to conduct a planning process intended to lead to the redevelopment of the OTC, to include a potential Transit Center and the redevelopment of NAVWAR facilities. SANDAG's proposed Transit Center would improve multimodal regional transportation efficiency for the residents and visitors of the greater San Diego area, and would support NAVWAR's mission by providing access that is more efficient to industry partners and transportation. SANDAG is considering various conceptual transportation solutions for improved regional airport connectivity; some of the concepts under consideration include possible construction at the NAVWAR facility, others do not. In consideration of the fact that Navy may proceed without SANDAG if SANDAG and the Navy do not agree to move forward with redevelopment of the site to include a Transit Center, the Navy has developed

five preliminary alternatives in addition to the No Action alternative for revitalizing the OTC.

Alternative 1 (Navy Recapitalization at OTC) would consist of revitalization of the OTC to meet NAVWAR's facility requirements with Navy-funded capital improvements only. This would potentially include consolidating NAVWAR operations into two of the existing 310,000 SF buildings (Buildings 2 and 3) on OTC Site 1.

Alternative 2 (High-Density Mixed Use Revitalization) would consist of construction of new Navy facilities for NAVWAR on the OTC site through an agreement with a public-private partner, and the relocation of some warehouse functions to a separate off-site location.

Alternative 3 (Low-Density Mixed Use Revitalization) would be similar to Alternative 2, but the development scenario for private development would be reduced. The development requirements for NAVWAR would be the same as under Alternative 2.

Alternative 4 (High-Density Mixed Use Revitalization Including a Transit Center) would be similar to Alternative 2, but a portion of the OTC site would be developed as a transit center. The development requirements for NAVWAR would be the same as under Alternative 2.

Alternative 5 (Low-Density Mixed Use Revitalization Including a Transit Center) would be similar to Alternative 2, but a portion of the OTC site would be developed as a transit center and the development scenario for private development would be reduced. The development requirements for NAVWAR would be the same as under Alternative 2.

Alternative 6 (No Action Alternative) would be no change from status quo. The Navy would continue to maintain and repair the existing facilities, and NAVWAR would continue to operate at the OTC site as is.

Environmental issues and resources to be examined and addressed in the EIS include, but are not limited to: Air Quality (including environmental effects analyses pursuant to CEQA for greenhouse gases/Climate Change and Odor), Transportation, Visual Resources, Land Use (including Agricultural Resources for CEQA), Socioeconomics (including Growth Inducing Impacts for CEQA), Cultural Resources (including Paleontology for CEQA), Hazardous Materials and Waste, Public Health and Safety (including Wildfire for CEQA), Environmental Justice, Infrastructure (including Schools, Utilities and Energy Consumption for CEQA), Airspace, Noise, Geology (including Mineral

Resources for CEQA), Water Resources, and Biological Resources. The EIS will also analyze measures that would avoid or mitigate environmental effects. Additionally, the Navy will undertake any coordination and consultation activities required by the National Historic Preservation Act.

The Navy encourages interested persons to submit comments concerning the alternatives proposed for study, and environmental issues for analysis in the EIS. Federal, State, local, and Tribal agencies, and interested persons are encouraged to provide comments to the Navy to identify specific environmental issues or topics of environmental concern that the Navy should consider when developing the Draft EIS. The Navy will prepare the Draft EIS, incorporating issues identified by the commenting public. All comments received during the public scoping period will receive consideration during EIS preparation.

Mailed comments on the scope of the EIS should be postmarked no later than February 24, 2020. Comments may be mailed to: Naval Facilities Engineering Command Southwest, Navy OTC Revitalization EIS Project Manager, Attn: Mr. Ron Bochenek, 1220 Pacific Highway (Code EV21.RB), San Diego, California 92132-5101. Interested parties can also submit comments via the EIS website at www.navwar-revitalization.com.

Dated: January 20, 2020.

D.J. Antenucci,

Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.

[FR Doc. 2020-01144 Filed 1-23-20; 8:45 am]

BILLING CODE 3810-FF-P

DEPARTMENT OF EDUCATION

Application Deadline for Fiscal Year 2020; Small, Rural School Achievement Program

AGENCY: Office of Elementary and Secondary Education, Department of Education.

ACTION: Notice.

SUMMARY: Under the Small, Rural School Achievement (SRSA) program, Catalog of Federal Domestic Assistance (CDFS) number 84.358A, the U.S. Department of Education (Department) awards grants on a formula basis to eligible local educational agencies (LEAs) to address the unique needs of rural school districts. In this notice, we establish the deadline and describe the submission procedures for fiscal year (FY) 2020 SRSA grant applications. All LEAs eligible for FY 2020 SRSA funds

must submit an application electronically via the process described in this notice by the deadline in this notice.

DATES:

Applications Available: February 3, 2020.

Deadline for Transmittal of Applications: April 17, 2020.

FOR FURTHER INFORMATION CONTACT: Mr. Robert Hitchcock, U.S. Department of Education, 400 Maryland Avenue SW, Room 3E-218, Washington, DC 20202. Telephone: (202) 260-1472. Email: reap@ed.gov.

If you use a telecommunications device for the deaf or a text telephone, call the Federal Relay Service, toll free, at 1-800-877-8339.

SUPPLEMENTARY INFORMATION:

I. Award Information

Type of Award: Formula grant.

Available Funds: The Administration has requested \$90,420,000 for SRSA in FY 2020. The actual level of funding, if any, depends on final congressional action. However, we are inviting applications to allow enough time to complete the grant process if Congress appropriates funds for this program.

Estimated Range of Awards: \$0-\$60,000.

Note: Depending on the number of eligible LEAs identified in a given year and the amount appropriated by Congress for the program, some eligible LEAs may receive an SRSA allocation of \$0 under the statutory funding formula.

Estimated Number of Awards: 4,000.

II. Program Authority and Eligibility Information

Under what statutory authority will FY 2020 SRSA grant awards be made?

The FY 2020 SRSA grant awards will be made under title V, part B, subpart 1 of the Elementary and Secondary Education Act of 1965, as amended (ESEA).

Which LEAs are eligible for an award under the SRSA program?

For FY 2020, an LEA (including a public charter school that meets the definition of LEA in section 8101(30) of the ESEA) is eligible for an award under the SRSA program if it meets one of the following criteria:

(a)(1) The total number of students in average daily attendance at all of the schools served by the LEA is fewer than 600; or each county in which a school served by the LEA is located has a total population density of fewer than 10 persons per square mile; and

(2) All of the schools served by the LEA are designated with a school locale