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Mail: Defense Acquisition Regulations System, Attn: Mr. Dustin Pitsch, OUSD(AT&L)DPAP(DARS), 3060 Defense Pentagon, Room 3B855, Washington, DC 20301-3060.

Comments received generally will be posted without change to <http://www.regulations.gov>, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Mr. Dustin Pitsch, 571-372-6090. The information collection requirements addressed in this notice are available on the World Wide Web at: <http://www.acq.osd.mil/dpap/dars/dfarspgi/current/index.html>. Paper copies are available from Mr. Dustin Pitsch, OUSD(AT&L)DPAP(DARS), 3060 Defense Pentagon, Room 3B855, Washington, DC 20301-3060.

SUPPLEMENTARY INFORMATION:

Title, Associated Form, and OMB Number: Defense Federal Acquisition Regulation Supplement (DFARS), Warranty Tracking of Serialized Items; OMB Control Number 0704-0481.

Needs and Uses: DoD needs this information to identify items purchased with a warranty and to ensure that the Government has the information necessary to take advantage of warranties provided by the contractor.

Affected Public: Businesses or other for-profit and not-for profit institutions. *Annual Burden Hours:* 27,000.

Number of Respondents: 38,000.

Responses per Respondent:

Approximately 1.4.

Annual Responses: 54,000.

Average Burden per Response: Approximately 30 minutes.

Frequency: On occasion.

Summary of Information Collection

This information collection includes requirements relating to DFARS part 246, Quality Assurance. The clause and provision prescribed as listed below are required to be used when it is anticipated that the resulting contract will include a warranty for serialized items.

a. DFARS 246.710(5)(i)(A) prescribes use of the provision at DFARS 252.246-7005, Notice of Warranty Tracking of Serialized Items. The provision is used to require offerors to provide warranty tracking information for each contract line item, subline item, or exhibit line for warranted items. In addition, offerors are required to include information on applicable warranty repair sources.

b. DFARS 246.710(5)(i)(B) prescribes use of the clause at DFARS 252.246-7006, Warranty Tracking of Serialized Items. The clause requires contractors to

report updated tracking information for each item carrying a warranty prior to presenting the warranted items for receipt and/or acceptance.

DFARS 246.710-70, Warranty Attachment, includes the prescribed attachment and format referenced in the two DFARS clauses. The format includes headings for the information required for each item carrying a warranty. The required information includes, for example, the duration of the warranty, the warranty administrator's contact information, and the unit item identifier for the warranted item.

Manuel Quinones,

Editor, Defense Acquisition Regulations System.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Withdrawal of Notice of Intent To Prepare a Draft Environmental Impact Statement for the Zoar Levee and Diversion Dam, Dam Safety Modification Study, Tuscarawas County, OH

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent; withdrawal.

SUMMARY: The U.S. Army Corps of Engineers (Corps), Huntington District, is withdrawing its intent to prepare a Draft Environmental Impact Statement (EIS) for the Zoar Levee and Diversion Dam, Dam Safety Modification Study. The Notice of Intent to prepare the EIS was published in the **Federal Register** on May 4, 2011 (76 FR 25310).

FOR FURTHER INFORMATION CONTACT: Mr. Andrew Johnson, Acting Chief, Environmental Analysis Section, U.S. Army Corps of Engineers, Huntington District, 502 Eighth Street, Huntington, WV 25701-2070. Telephone: (304) 399-5189. Email: Andrew.N.Johnson@usace.army.mil.

SUPPLEMENTARY INFORMATION: Originally, the Huntington District planned to prepare a Draft EIS to disclose potential impacts to the natural, physical, and human environment resulting from implementation of alternatives formulated to address reliability risks associated with Zoar Levee and Diversion Dam. These high hazard structures do not meet current performance standards and exceed acceptable risk levels. Initially, a full

array of alternatives was planned to be formulated to meet the purpose and need of the study. After full consideration of all alternatives, the best plan was to be selected to achieve acceptable risk levels.

Completion of Dam Safety Baseline Risk Assessment in November 2013 reduced urgency, complexity and controversy associated with risks allowing for early screening of non-structural options driving potential for significant and controversial effects. Environmental Assessment (EA) level effort was determined sufficient for the Modification Study. Therefore, it is anticipated the EA will result in a Finding of No Significant Impact (FONSI), an EIS is not anticipated.

Leon F. Parrott,

Colonel, Corps of Engineers, District Engineer.

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DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Withdrawal of Notice of Intent To Prepare a Draft Supplemental Environmental Impact Statement for the Greenup Locks and Dam, General Reevaluation Report, Greenup County, KY

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent; withdrawal.

SUMMARY: The U.S. Army Corps of Engineers (Corps), Huntington District, is withdrawing its intent to prepare a Draft Supplemental Environmental Impact Statement (SEIS) for the Greenup Locks and Dam General Reevaluation Report. The Notice of Intent to prepare the SEIS was published in the **Federal Register** on June 14, 2012 (77 FR 35663).

FOR FURTHER INFORMATION CONTACT: Mr. Andrew Johnson, Acting Chief, Environmental Analysis Section, U.S. Army Corps of Engineers, Huntington District, 502 Eighth Street, Huntington, WV 25701-2070. Telephone: (304) 399-5189. Email: Andrew.N.Johnson@usace.army.mil.

SUPPLEMENTARY INFORMATION: Originally, the Huntington District planned to prepare a General Reevaluation Report (GRR) and Draft SEIS to disclose potential impacts to the natural, physical, and human environment resulting from the implementation of alternatives to reduce foreseeable traffic delays and associated economic losses that occur during periodic maintenance