

customers whose total power requirements are 5,000 kW or less.

3. Filing of condemnation cases.

4. Delegation of authority to the Chief Administrative Officer to supplement Contract No. TV-92582V with Fitzgerald and Company.

5. Delegation of authority to the Chief Administrative Officer to supplement Contract No. TV-95367V with SCB Computer Technology, Inc.

FOR MORE INFORMATION: Please call TVA Public Relations at (423) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington Office (202) 898-2999.

Dated: April 17, 1996.

Edward S. Christenbury,

General Counsel and Secretary.

[FR Doc. 96-9921 Filed 4-18-96; 12:08 pm]

BILLING CODE 8120-08-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-96-20]

Petition for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before May 9, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. D. Michael Smith, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C. on April 15, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28493.

Petitioner: Seven Bar Flying Service, Inc., d.b.a. SB Air, Inc.

Sections of the FAR Affected: 14 CFR 135.267(d).

Description of Relief Sought: To permit SB Air, Inc., (SB Air) to assign its flight crewmembers to flight time without providing at least 10 consecutive hours of rest during the 24-hour period that precedes the planned completion time of the assignment. Specifically, SB Air requests that the time its flight crewmembers are on "pager call" or "telephone call" be considered "rest time."

Dispositions of Petitions

Docket No.: 17681.

Petitioner: Kenmore Air Harbor, Inc.

Sections of the FAR Affected: 14 CFR 135.203(a)(1).

Description of Relief Sought/Disposition: To extend Exemption No. 2528, as amended, which permits Kenmore Air Harbor, Inc., to conduct seaplane operations under visual flight rules, outside controlled airspace, overwater, at an altitude below 500 feet. *GRANT, March 29, 1996, Exemption No. 2528I.*

Docket No.: 26056.

Petitioner: AVIA Training.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d) (1) and (2) and (e)(1) and (2); 61.191(c); and appendix A, part 61.

Description of Relief Sought/

Disposition: To extend Exemption No. 5169, as amended, which permits AVIA Training to use FAA-approved simulators to meet certain flight experience requirements of part 61. *GRANT, March 28, 1996, Exemption No. 5169C.*

Docket No.: 26163.

Petitioner: USAir, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58(c)(1) and (d); 61.63(c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d) (1) and (2) and (e)(1) and (2); 61.191(c); and appendix A, part 61.

Description of Relief Sought/

Disposition: To extend Exemption No. 5158, as amended, which permits USAir, Inc., to use FAA-approved simulators to meet certain flight experience requirements of part 61. *GRANT, March 29, 1996, Exemption No. 5158D.*

Docket No.: 26398.

Petitioner: AMR Eagle, Inc.

Sections of the FAR Affected: 14 CFR 135.63(a)(4) and subparts E, G, and H of part 135.

Description of Relief Sought/

Disposition: To extend Exemption No. 5414, as amended, which permits certain AMR Eagle, Inc., subsidiary airlines to train and to check their pilots used in part 135 operations, under the requirements of part 121. *GRANT, March 29, 1996, Exemption No. 5414B.*

Docket No.: 26490.

Petitioner: Delta Air Lines, Inc.

Sections of the FAR Affected: 14 CFR 121.310(m).

Description of Relief Sought/

Disposition: To extend Exemption No. 5301, as amended, which permits Delta Air Lines, Inc., to operate L-1011-385-3 airplanes without conforming to the 60-foot required distance between emergency exits. *GRANT, March 29, 1996, Exemption No. 5301B.*

Docket No.: 26646.

Petitioner: North American Airline Training Group.

Sections of the FAR Affected: 14 CFR paragraph (a)(3)(iv)(a) of appendix C, part 63.

Description of Relief Sought/

Disposition: To extend Exemption No. 5852, which permits North American Airline Training Group to reduce the required 5 hours of flight training in an airplane provided to its flight engineer flight training course students to not less than 2 hours of intensive flight training in an airplane for applicants who do not possess a commercial pilot certificate with an instrument rating. *GRANT, March 28, 1996, Exemption No. 5852A.*

Docket No.: 28382.

Petitioner: United Parcel Service.

Sections of the FAR Affected: 14 CFR 121.583(a).

Description of Relief Sought/

Disposition: To permit maintenance technicians contracted by the United Parcel Service (UPS) to use UPS aircraft jumpseats for travel to gateways located throughout Europe and the Pacific Rim to perform maintenance on UPS aircraft or to obtain required maintenance training. DENIAL, March 22, 1996, Exemption No. 6417.

[FR Doc. 96-9744 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Highway Administration

Environmental Impact Statement: Caddo Parish, Louisiana

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Caddo Parish, Louisiana.

FOR FURTHER INFORMATION CONTACT: Mr. William A. Sussmann, Division Administrator, Federal Highway Administration, Louisiana Division Office, Post Office Box 3929, Baton Rouge, Louisiana 70821, Telephone: (504) 389-0464, Facsimile: (504) 389-0758; or Mr. Vincent Pizzolato, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Post Office Box 94245, Baton Rouge, Louisiana 70804-9245, Telephone: (504) 929-9190, Facsimile: (504) 929-9188.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the Louisiana Department of Transportation and Development (LDOTD), will prepare an environmental impact statement (EIS) on a proposal to construct a four-lane, divided, fully controlled access highway facility located on new alignment. The proposed project, known locally as the North-South Expressway, is generally located in the U.S. Highway 71 (US 71) corridor and extends from the Arkansas state line south to Interstate 220 in Shreveport, Louisiana. The new roadway includes several alternates based on new locations and various interchange access points. The approximate length of the project is 65 kilometers (40 miles).

The proposed improvements would improve capacity of the existing route US 71 and increase regional mobility

along a proposed ultimate route extending from Kansas City, Missouri to Shreveport, Louisiana. This project is one of several projects identified as "high priority corridors" on the National Highway System that would provide a transportation corridor of national significance from Kansas City to Shreveport. The proposed improvements will draw new traffic through northwest Louisiana, western Arkansas and northeast Texas and serve as both a short-term and long-term economic stimulus. Major metropolitan areas lying along this "high priority corridor" include Kansas City, Kansas-Missouri; Joplin, Missouri; Fayetteville, Arkansas; Fort Smith, Arkansas; Texarkana, Arkansas-Texas; and Shreveport, Louisiana.

The northern terminus of the proposed improvement will be at the Arkansas state line, and its location determined based on new corridor location developed in conjunction with the State of Arkansas. The southern terminus of the proposed improvement will connect to the Interstate 220 loop in Shreveport, Louisiana between the existing interchanges of Interstate 220 with Louisiana Highway 173 (LA 173) and Louisiana Highway 1 (LA 1)/US 71.

Alternatives to be considered are:
(1) The "Do-Nothing" Alternative, where roads are constructed according to the regional plan with the exception of the proposed facility; and
(2) The "Build" Alternative, considering several different alignments and full control of access.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, state, and local agencies and to private organizations, including conservation groups and groups of individuals who have expressed interest in the project in the past, and to major northwest Louisiana newspapers. A series of public informational meetings will be held in the project areas which will be affected. In addition, a public hearing will be held. Public notice will be given of the time and place of the public informational meetings and the public hearing. The draft Environmental Impact Statement (EIS) will be available for public and agency review and comment prior to the public hearing. An agency scoping meeting will be held at a time and place to be determined at a later date.

To ensure that the full range of issues related to this proposed action are addressed, and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be

directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on: April 11, 1996.

William A. Sussmann,
Division Administrator, FHWA, Baton Rouge, Louisiana.

[FR Doc. 96-9763 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-22-M

Federal Railroad Administration

Petition for Waiver of Compliance

In accordance with Title 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a waiver request from Long Island Railroad (LIRR)—in addition to the previously announced CSX Transportation (CSXT), Burlington Northern Santa Fe, New York Air Brake Corporation (NYAB), and National Railroad Passenger Corporation (Amtrak) requests—for a waiver of compliance with a requirement of Federal rail safety standards. The petitions are described below, including the regulatory provisions involved and the nature of the relief being requested; *Long Island Railroad (LIRR)*; *CSX Transportation (CSXT)*; *Burlington Northern Santa Fe (BNSF)*; *New York Air Brake Corporation (NYAB)*; and *National Railroad Passenger Corporation (Amtrak)*

Waiver Petition Docket Number H-95-3

The LIRR, CSXT, BNSF, NYAB and Amtrak individually seek temporary waivers of compliance with Section 229.29 of the Locomotive Safety Regulations (Title 49 CFR Part 229).

Because these petitions apply to the same type of brake equipment and for the same time interval, FRA is combining them under Docket Number H-95-3.

Section 229.29 stipulates that all brake valves must be cleaned, tested and inspected every 736 calendar days. On January 29, 1985, FRA published a notice granting approval for the 26-L type air brake equipment to be cleaned, inspected and tested every 1104 calendar days, (Vol.50, No. 19, Page 3910). The petition requests that the CCB brake valves be maintained on a 5-year test interval.

The CCB brake equipment combines certain pneumatic features of the 26L