

endangered species (pink mucket, *Lampsyllis orbiculata*) These losses would be mitigated by relocating the mussels and possibly by other means to be determined during consultation with the United States Fish and Wildlife Service. Disposal sites would be landscaped and vegetated, and potential impacts to a federally endangered plant (Mountain skullcap, *Scutellaria montana*) located adjacent to a disposal site will be mitigated through maintenance of a contiguous 250-foot forest buffer zone. Shoreline restoration downstream will be performed so as to offset erosion and improve riverine wetlands downstream of the project. Fugitive dust would be reasonably controlled through periodic wetting of construction road surfaces or as required by local and state air regulations. No chemical agents, such as oils, will be used to control fugitive dust. Construction of a new lock will have an impact on the existing historic dam complex and will require a Section 106 review. No potential adverse effects on archaeological or cultural resources are anticipated. Temporary high noise levels and navigation traffic congestion would be expected during construction.

Environmental impacts associated with the operation of the new lock include socioeconomic benefits associated with the continuation of commercial and recreation lockages and the loss of four spillway bays. Loss of four spillways bays will not adversely impact TVA's ability to control flooding up to a 5500 year flood event. Further, through appropriate design of discharge structures, TVA will attempt to minimize potential impact on the upstream migration of certain fish species, such as sauger and buffalo.

The construction and operational environmental impacts for the smaller 60 x 360 and 75 x 400 foot locks would be similar to the impacts associated with the proposed 110 x 600 foot lock.

Environmental impacts associated with the no action alternative of plugging the lock without replacing it, include blocking the potential upstream movement of spawning migratory fishes, such as sauger and buffalo.

Additionally, navigation through Chickamauga Dam would cease, causing significant economic impact to industry and recreation and would isolate the upper Tennessee River from the lower river system for commercial navigation. This would result in a shift to land transport of goods shipped through Chickamauga Lock which would have adverse impact on air quality from increased truck and rail traffic. Further, separation of the National Oak Ridge Laboratory and other industry from

access to barge transportation could result in lost opportunities for industrial expansion, and at Oak Ridge, the inability to move certain national defense equipment there for maintenance and repair.

Additionally, a number of mitigation and monitoring requirements will be incorporated in construction and operational permits needed for the Chickamauga Dam—Navigation Lock Project.

Dated: May 13, 1996.

Kathryn J. Jackson,

Senior Vice President, Resource Group.

[FR Doc. 96-12815 Filed 5-21-96; 8:45 am]

BILLING CODE 8120-01-M

Sunshine Act Meeting

AGENCY HOLDING THE MEETING: Tennessee Valley Authority.

FEDERAL REGISTER CITATION OF PREVIOUS ANNOUNCEMENT: 61 FR 22078 (May 13, 1996).

PREVIOUSLY ANNOUNCED TIME AND DATE OF MEETING: 10 a.m. (CDT), Wednesday, May 15, 1996.

PREVIOUSLY ANNOUNCED PLACE OF MEETING: TVA Customer Service Center, 310 Research Boulevard, Starkville, Mississippi.

CHANGES IN THE MEETING: Each member of the TVA Board of Directors has approved the addition of the following items to the previously announced agenda:

F—Unclassified

1. Board approval of a 1996 Funding Plan for nuclear plant decommissionings.

For more information, contact TVA Public Relations at (423) 632-6000, Knoxville, Tennessee. Information is also available at TVA's Washington Office (202) 898-2999.

Dated: May 17, 1996.

William L. Osteen,

Associate General Counsel and Assistant Secretary.

[FR Doc. 96-13023 Filed 5-20-96; 1:15 pm]

BILLING CODE 8120-08-M

DEPARTMENT OF TRANSPORTATION

Security Measures; Hellenikon International Airport, Athens, Greece

Summary

The Secretary of Transportation has now determined that Hellenikon International Airport, Athens, Greece, maintains and carries out effective security measures.

Notice

By notice published on March 28, 1996, I announced that I had determined that Hellenikon International Airport, Athens, Greece, did not maintain and carry out effective security measures and that, pursuant to 49 U.S.C. 44907(d), I was providing public notification of that determination. I now find that Hellenikon International Airport maintains and carries out effective security measures. My determination is based on a recent Federal Aviation Administration (FAA) assessment which reveals that security measures used at the airport now meet or exceed the Standards and Recommended Practices established by the International Civil Aviation Organization.

I have directed that a copy of this notice be published in the Federal Register and that the news media be notified of my determination. In addition, as a result of this determination, the FAA will direct that signs posted in U.S. airports relating to my March 21, 1996, determination be removed, and U.S. and foreign air carriers will no longer be required to provide notice of that determination to passengers purchasing tickets for transportation between the United States and Athens, Greece.

Dated: May 15, 1996.

Federico Peña,

Secretary of Transportation.

[FR Doc. 96-12800 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), this notice announces that the information collection request described below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The FAA is requesting an emergency clearance by June 3, 1996, in accordance with 5 CFR § 1320.13. The following information describes the nature of the information collection and its expected burden.

SUPPLEMENTARY INFORMATION:

TITLE: Application for Employment with the Federal Aviation Administration.