

endangered species (pink mucket, *Lampsillus 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.

The collection of information is an application for employment with the Federal Aviation Administration. Applicants will have to complete a number of background questions to determine their basic eligibility for Federal employment and also answer specific occupation-related questions to determine their qualifications.

**NEED:** P.L. 104-50 authorized the Federal Aviation Administration to establish its own personnel system outside most of the requirements of Title 5. The only provisions related to hiring that will continue to apply are those dealing with veteran's preference. One of the recommendations of our personnel reform task forces, and in keeping with reengineered business processes under the National Performance Review, we are attempting to centralize and automate some of our application, evaluation and hiring processes. This application is a part of that effort.

We propose to utilize the information collected to make determinations on applicant's eligibility for Federal employment as well as determining their qualifications for employment and certifying the name of qualified applicants to line managers who will make hiring decisions.

**RESPONDENTS:** The likely respondents will be the general public who are interested in employment with this agency. We estimate that the average number of respondents on an annual basis to be 5,000, each applying one time. The submission of this information is completely voluntary on the part of the applicant.

**FREQUENCY:** The frequency is based on the respondent, however, we estimate one time per respondent.

**BURDEN:** The estimated reporting burden is 5,000 hours annually.

Copies of the proposed collection of information may be obtained from: The Federal Aviation Administration, Office of Human Resource Management, Room 515, 800 Independence Avenue, SW., Washington, DC 20591.

Comments may be submitted to the agency at the address above or to: Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street, NW., Washington, DC 20503.

Issued in Washington, DC on May 15, 1996.

Steve Hopkins,

Manager, Corporate Information Division.

[FR Doc. 96-12803 Filed 5-21-96; 8:45 am]

BILLING CODE 4910-13-M

**[Summary Notice No. PE-96-25]**

**Petitions 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 June 10, 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 a 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 May 16, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

**Petitions for Exemption**

*Docket No.:* 28469.

*Petitioner:* Neptune, Inc.

*Sections of the FAR Affected:* 14 CFR 137.53(b)(2).

*Description of Relief Sought:* To permit appropriately trained pilots employed by Neptune, who have less than 100 hours of flight experience as pilot in command in dispensing agriculture materials or chemicals, to conduct aerial firefighting operations over congested areas.

*Docket No.:* 28503.

*Petitioner:* Mr. Kenneth R. Pearce.

*Sections of the FAR Affected:* 14 CFR 91.109 (a) and (b)(3).

*Description of Relief Sought:* To allow Mr. Pearce to provide recurrent flight training and simulated instrument flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft equipped with a functioning throwover control wheel for the purpose of meeting recency of experience requirements contained in §§ 61.56 (a), (c), (e), (g), and 61.57(e)(2).

*Docket No.:* 28512.

*Petitioner:* Mr. Robert P. Lavery.

*Sections of the FAR Affected:* 14 CFR 91.109 (a) and (b)(3).

*Description of Relief Sought:* To allow Mr. Lavery to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

*Docket No.:* 28514.

*Petitioner:* Mr. Henry D. Canterbury.

*Sections of the FAR Affected:* 14 CFR 91.109 (a) and (b)(3).

*Description of Relief Sought:* To allow Mr. Canterbury to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument flight in Beechcraft Baron and Travel Air aircraft, when those aircraft are equipped with a functioning throwover control wheel in place of functioning dual controls.

*Docket No.:* 28515.

*Petitioner:* Mr. Kenneth L. Fossler.

*Sections of the FAR Affected:* 14 CFR 91.109 (a) and (b)(3).

*Description of Relief Sought:* To allow Mr. Fossler to conduct recurrent flight training in Beechcraft Bonanza, Baron, and Travel Air aircraft; and recurrent flight training in simulated instrument