

**SYSTEMS EXEMPTED FROM CERTAIN PROVISIONS OF THE ACT:**

None.

[FR Doc. 96-12712 Filed 5-21-96; 8:45 am]

BILLING CODE 4190-29-P

**DEPARTMENT OF STATE****Office of the Secretary****[Public Notice 2393; Delegation of Authority No. 145-13]****Delegation of Authority**

Pursuant to the Arms Export Control Act as amended (22 U.S.C. 2778 *et seq.*); section 504 and 508 of the FREEDOM Support Act (Public Law 102-511); Executive Order 11958, January 18, 1977, 42 FR 4311, as amended; the President's Memorandum Delegation of Authority dated April 21, 1994; and Section 1(a)(4) of the State Department Basic Authorities Act, as amended, State Department Delegation of Authority No. 145 of February 4, 1990, 45 FR 11655, as amended, is further amended as follows:

(a) Section 1(a)(3) is amended:

(1) by striking the word "and" at the end of subparagraph (B);

(2) by striking the period at the end of subparagraph (C) and inserting in lieu thereof: ", and"; and

(3) by adding the following new subparagraph:

(D) Section 1324(a) of Title XIII of the Defense Authorization Act, 1996 (Public Law 104-106).

(b) Section 1(a)(8) is amended by striking "The functions specified in section 504 of the FREEDOM Support Act (22 U.S.C. 5801)" and inserting in lieu thereof: "The functions specified in sections 504 and 508 of the FREEDOM Support Act (22 U.S.C. 5801 *et seq.*)".

This delegation of authority shall be published in the Federal Register.

Dated: May 16, 1996.

Warren Christopher,  
Secretary of State.

[FR Doc. 96-12875 Filed 5-21-96; 8:45 am]

BILLING CODE 4710-10-M

**TENNESSEE VALLEY AUTHORITY****Chickamauga Dam—Navigation Lock Project****AGENCY:** Tennessee Valley Authority.**ACTION:** Issuance of record of decision.

**SUMMARY:** This notice is provided in accordance with the Council on Environmental Quality's regulations and with TVA's procedures implementing

the National Environmental Policy Act. TVA has decided to adopt the preferred alternative identified in TVA's final environmental impact statement (EIS) made available to the public on March 26, 1996. A Notice of Availability of the final EIS was published in the Federal Register on April 5, 1996 (61 FR 15252). The preferred alternative is to construct a new 110 x 600 foot lock to replace the existing lock at Chickamauga Dam. Because of structural problems and safety concerns caused by concrete growth, the existing lock at Chickamauga Dam has a limited life expectancy, at most 10 years. TVA will continue to monitor the existing lock and make the necessary repairs to keep the lock in operation until the new lock is available for service. Design and construction of the new lock, subject to available funding, are expected to begin five years prior to closure of the existing lock. This will allow the new lock to be operational before the existing lock is closed, thereby maintaining navigation on the upper Tennessee River.

**FOR FURTHER INFORMATION CONTACT:**

W. Gary Brock, Manager, Water Resources Projects and Planning, Tennessee Valley Authority, West Tower 10C-432, Knoxville, Tennessee 37902, or by calling (423) 632-8877.

**SUPPLEMENTARY INFORMATION:** The Tennessee River is formed at the confluence of the Holston and French Broad Rivers near Knoxville in eastern Tennessee. From this confluence, the river flows 652 miles through Tennessee, northern Alabama, northeastern Mississippi, and western Kentucky to enter the Ohio River near Paducah, Kentucky. Along most of its course, the river falls gradually for a total of 515 feet except in the Muscle Shoals, Alabama, area where a drop of 100 feet occurs in less than 20 miles.

The existing navigation system on the Tennessee River consists of nine multipurpose dams and lock projects with a total of 13 navigation locks. The system creates a series of navigation pools that provide a nine foot navigable channel along the entire length of the river except for a three mile stretch at Knoxville where, in periods of low water, the depth diminishes to seven feet and the channel width diminishes to about 200 feet. Navigation locks on the Tennessee River range in size from 110 x 1000 foot lock at Pickwick Dam to 60 x 300 foot double lift auxiliary lock at Wilson Dam.

The upper Tennessee River navigation system begins at Chickamauga Dam, river mile 471, and extends 181 upstream to the confluence of the Holston and French Broad Rivers. The

system consists of four navigation locks located at Chickamauga, Watts Bar, Fort Loudoun, and Melton Hill dams. The four locks were constructed in 1937, 1941, 1942 and 1963 respectively. The predominant commodities trafficked on the upper Tennessee River system are asphalt, grains, ores and minerals, and forest products.

TVA's Chickamauga Dam and Navigation Lock Project is located in Hamilton County, Tennessee, approximately 13 miles northeast of downtown Chattanooga, Tennessee. Chickamauga Lock currently has a traffic level of about 2.1 million tons per year.

TVA and the United States Army Corps of Engineers (USACE) began studying navigation problems on the upper Tennessee River in 1987. The study results were published in 1988 by the Nashville District of the USACE in a report entitled, Commodity Traffic and Benefit Study for Navigation Improvements on the Upper Tennessee River. Both agencies agreed that the small and aging locks on the upper Tennessee River—Chickamauga, Watts Bar, Fort Loudoun—were constraints to navigation and that concrete growth at Chickamauga lock threatened its continued operation. Concrete growth was not a problem at Watts Bar and Fort Loudoun because of the type of cement and aggregate used to construct the projects.

The 1988 study examined the feasibility of increasing the existing locks to 110 x 600 foot size in order to bring the upper Tennessee navigation locks into conformance with locks below Chickamauga on the lower Tennessee River. The study concluded, however, that the benefits would not justify the cost of three new locks on the upper Tennessee River, and that TVA transportation planners should concentrate on improvements at Chickamauga and Watts Bar Locks.

The results of the study of lock improvement benefits at Chickamauga and Watts Bar Dams were presented in a USACE report entitled Upper Tennessee River Navigation Improvement Study Navigation System Analysis (1993) which was produced under contract for TVA. The focus of this study was to estimate benefits that would accrue from a new 110 x 600 foot lock at Chickamauga which would be constructed before the existing lock was closed for an 18 month rehabilitation. At that time, engineering data indicated that the lock could be rehabilitated to function as an auxiliary lock. The study concluded that if any capacity constraints occurred at Watts Bar Lock, nonstructural measures could be used to

control the situation. TVA will continue to evaluate Watts Bar and Fort Loudoun projects. However, TVA has no planned upgrades of these facilities in the foreseeable future.

Because of structural problems and safety concerns TVA continued to perform engineering analyses of the Chickamauga Lock and Dam using new methodology referred to as finite element analysis. The finite element analysis completed in 1995, revealed that because of concrete growth the lock could not be rehabilitated and that, at best, could function for another ten years. At some point, the lock would have to be closed to form a permanent water barrier at the dam. To close the lock, a concrete plug would be poured into the lock chamber to form a permanent water barrier.

Extensive structural repairs and maintenance activities to alleviate problems resulting from concrete continue to be made at Chickamauga Lock. Instrumentation was installed to monitor structural movements and internal stresses.

In its evaluation of alternatives to replace the existing lock at Chickamauga Dam, plugging the lock was defined as TVA's no action alternative. At this time, the alternative of taking absolutely no action is not acceptable because of the deteriorating nature of the lock and potential consequences of dam safety and navigation.

TVA issued a draft EIS on May 10, 1995, that considered the alternative of continued operation of the existing lock. The final EIS does not consider the alternative of rehabilitating the lock because of information described above that became available after release of the draft EIS.

#### Alternatives Considered

The following four alternatives were considered by TVA in its final EIS in attempting to address the structural problems and safety concerns caused by concrete growth at the Chickamauga Lock.

Alternative 1. Construct a new 110 x 600 foot lock (preferred alternative).

Alternative 2. Permanently close existing lock (no action alternative).

Alternative 3. Construct new 60 x 360 foot lock (replacement in-kind).

Alternative 4. Construct new 75 x 400 foot lock.

The environmental impacts of these alternatives were evaluated in the final EIS. Because of the structural problems and safety concerns, all construction alternatives include plugging the existing lock after the new lock is completed.

Under the no action alternative, the existing lock would have been plugged and no replacement lock built in its place. This would have eliminated navigation through Chickamauga Dam. Upstream industries dependent upon barge transportation would be forced to shift to truck or rail transport of commodities, and recreational boaters and commercial tour operator would not be able to move between Chickamauga and Nickajack Reservoirs. Plugging the existing lock at a cost of \$6.8 million to form a permanent water barrier at the dam would have been the least cost alternative for solving the structural problems at the lock.

The 110 x 600 foot lock represents the general standard for locks on the lower Tennessee River and thus, is well suited for barges in general use today. Lock capacity for the 110 x 600 foot lock has been rated at 35.7 million tons. Construction of the 110 x 600 foot lock is estimated to cost \$225 million. Total cost of the new lock, including \$6.8 million for closure of the existing lock, is \$231.8 million in 1995 dollars. Construction of the 60 x 360 and 75 x 400 foot locks would have cost \$135 million and \$160 million respectively.

#### Basis for the Decision

TVA decided to adopt Alternative 1, that is, construct a new 110 x 600 foot lock, to address the structural problems at Chickamauga Lock based on environmental, social, economic, recreational, and engineering and public safety considerations. Alternative 1 was chosen as the preferred alternative because it would maintain navigation on the upper Tennessee River and represents the general standard for locks on the lower Tennessee River and, thus is well suited for barges in general use today.

Overall benefits include (1) economies related to a more efficient lock at Chickamauga, (2) a cheaper competitive barge alternative to overland transportation, and (3) construction of a reliable lock at Chickamauga.

Among the three lock sizes considered in this EIS, the benefit cost ratio (4.3) for the 110 x 600 foot lock is higher than the benefit cost ratio (2.5) for the other two locks. The environmental impacts from the construction and operation of the smaller 60 x 360 and 75 x 400 foot locks would be similar to the impacts associated with the preferred 110 x 600 foot lock.

A new 110 x 600 foot lock is expected to generate 467 new jobs and \$16.7 million in new income annually in the Hamilton County area over its five-year

construction period. Of the 467 jobs, 267 would be directly created while 200 mostly commercial sector positions would be indirectly created. The \$9.8 million directly generated income would also result in an additional \$6.87 million in indirect monetary gain. While the bulk of these employment and income benefits would accrue to Hamilton County, the project would also have a positive impact on seven other counties identified in the project area.

Under alternative 2, plugging the lock would result in the abandonment of 297 miles of navigable inland waterway and the public's investment in three navigation locks (Watts Bar, Fort Loudoun, and Melton Hill) above Chickamauga. The loss of commercial traffic on the upper Tennessee River is estimated to cost the nation \$25 million annually. Additionally, having a lock in place at Chickamauga Dam provides shippers in east Tennessee, North Carolina, Virginia, and South Carolina a competitive alternative to overland transportation modes and a low cost source of certain commodities. For these reasons, the no action alternative is unacceptable to TVA.

TVA also considered the use of portage facilities around Chickamauga Dam to support upstream barge use without the construction of a new lock. However, because this alternative was not economically feasible, it was not evaluated in detail.

Construction of a new lock would result in the loss of some specimen of the endangered pink mucket during dredging for channel improvements. Other potential adverse environmental impacts from construction of a new lock can be substantially avoided or minimized through mitigation measures. By comparison, the no action alternative of plugging the lock without replacing it would stop navigation between Chickamauga and Nickajack reservoirs, isolate the upper from the lower Tennessee River, and block the potential upstream movement of spawning migratory species such as sauger and buffalo. TVA has therefore concluded that there is no clear environmentally preferable alternative for the Chickamauga Dam—Navigation Lock Project.

#### Environmental Consequences and Commitments

Environmental consequences associated with construction of a new 110 x 600 foot lock are set out in the final EIS. Environmental impacts include minor loss of aquatic habitat and resident population of freshwater mussels, included one listed

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.