

OMB Desk Officer: Laura Oliven

Written comments and recommendations regarding these information collections should be sent directly to the appropriate OMB Desk Officer designated above at the following address: Office of Management and Budget, OIRA New Executive Office Building, Room 10230, Washington, D.C. 20503.

Dated: April 3, 1995.

**Charlotte Whitenight,**

*Reports Clearance Officer, Social Security Administration.*

[FR Doc. 95-8752 Filed 4-6-95; 8:45 am]

BILLING CODE 4190-29-P

## DEPARTMENT OF TRANSPORTATION

[Docket 37554]

### Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-2-9 established the currently effective two-month SFFL applicable through March 31, 1995.

We will, however, no longer publish a SFFL for U.S.-Canada markets. Under the terms of the new Air Transport Agreement between the United States and Canada, effective February 24, 1995, transborder fares are no longer subject to unilateral disapproval by either government, and routine tariff-filing requirements are eliminated. Thus, there is no longer a need to compute a SFFL for the Canadian Entity.

In establishing the SFFL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-2 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic.....	1.4249
Latin America .....	1.4360
Pacific.....	1.6602

For further information contact: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation.

Dated: April 3, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8549 Filed 4-6-95; 8:45 am]

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### Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-2-8, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning April 1, 1995, we have projected non-fuel costs based on the year ended December 31, 1994 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-4-1 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic.....	1.2505
Western Hemisphere .....	1.1483
Pacific.....	1.2965

For further information contact: Keith A. Shangraw (202) 366-2439.

Dated: April 3, 1995.

By the Department of Transportation.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8550 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

## Office of the Secretary

### Application of Western Pacific Airlines, Inc., for Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of order to show cause (Order 95-4-4, Docket 49941).

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Western Pacific Airlines, Inc., fit, willing, and

able and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than April 10, 1995.

**ADDRESSES:** Objections and answers to objections should be filed in Docket 49941 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: April 3, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-8626 Filed 4-6-95; 8:45 am]

BILLING CODE 4910-62-P

## Federal Highway Administration

### Environmental Impact Statement: Knox County, TN

**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 project in Knoxville, Knox County, Tennessee.

**FOR FURTHER INFORMATION CONTACT:** Mr. Wright B. Aldridge, Jr., Planning, Environment and Research Engineer, Federal Highway Administration, 249 Cumberland Bend Drive, Metro Center, Nashville, Tennessee 37228, telephone (615) 736-7106.

**SUPPLEMENTAL INFORMATION:** The FHWA in cooperation with the Tennessee Department of Transportation will prepare an environmental impact statement (EIS) and section 4(f) Statement on a proposal to improve a section of Interstate 40 from Interstate 275 to East of the Broadway Interchange in Knoxville, Tennessee. The proposed project is considered necessary to improve the operation and safety of this section of the Interstate.

Alternatives to be considered include: (1) Taking no action; (2) five build alternatives consisting of different design concept; (3) other alternatives