

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