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 Bread 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 counsel, 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 feet 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