

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 Rule 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 April 2, 1996.

Donald P. Byrne,
Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28457.

Petitioner: Mr. Clifford L. Hoyle.

Sections of the FAR Affected: 14 CFR 21.19 (a) and (b)(1).

Description of Relief Sought: To allow Mr. Hoyle to apply for supplemental type certificate rather than a new type certificate for a design change that would add an engine to the Grob 103 Twin II glider.

Docket No.: 28468.

Petitioner: Honolulu Community College Aeronautics.

Sections of the FAR Affected: 14 CFR 65.75, 65.77, and 65.80.

Description of Relief Sought:

To permit Honolulu Community College Aeronautics, a part 147 school, exemption from the aforementioned sections to implement a new testing system for mechanic certification.

Dispositions of Petitions

Docket No.: 26017.

Petitioner: Era Helicopters.

Sections of the FAR Affected: 14 CFR 43.3(a) and 135.443(b)(3).

Description of Relief Sought/

Disposition: To allow appropriately trained pilots or crewmembers employed by Era Helicopters, a division of Era Aviation, Inc., to install and to remove an approved emergency rescue hoist on its Aerospatials Model No. AS332 Super Puma (AS332 Super Puma) helicopters.

GRANT, February 7, 1996, Exemption No. 6397

Docket No.: 27388.

Petitioner: Rockwell International Corporation.

Sections of the FAR Affected: 14 CFR 21.195(a).

Description of Relief Sought/

Disposition: To extend Exemption No. 5849, as amended, which permits Rockwell International's North American Aircraft Division to obtain an experimental certificate for its two prototype Model DASA FR-06 Ranger 2000 airplane S/N -001 and -002 for the purpose of conducting market surveys, sales demonstrations, or customer crew training.

GRANT, February 28, 1996, Exemption No. 5849B

[FR Doc. 96-8640 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting on Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration's Aviation Rulemaking Advisory Committee to discuss transport airplane and engine issues.

DATES: The meeting will be held on April 30 and May 1, 1996 beginning at 8:30 a.m. on April 30. Arrange for oral presentations by April 18, 1996.

ADDRESSES: The meeting will be held at McDonnell Douglas, 1735 Jefferson-Davis Highway, suite 1200, Crystal City, Virginia.

FOR FURTHER INFORMATION CONTACT: Lewis Lebakken, Office of Rulemaking, FAA, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-9682.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is given of a meeting of the Aviation Rulemaking Advisory Committee to be held April 30 and May 1, 1996 at McDonnell Douglas, 1735 Jefferson-Davis Highway, suite 1200, Crystal City, Virginia.

The agenda for the meeting will include:

- Opening remarks.
- Review of action items.
- Reports of working groups.
- Vote on proposed draft Advisory Circular on Cabin Direct View.
- Vote on proposed draft Advisory Circular on Safe-Life Scatter Factors.

Attendance is open to the interested public, but will be limited to the space available. The public must make arrangements by April 18, 1996, to

present oral statements at the meeting. The public may present written statements to the committee at any time by providing 25 copies to the Assistant Executive Director for Transport Airplane and Engine Issues or by bringing the copies to him at the meeting. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on April 2, 1996.

Chris A. Christie,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-8646 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Transit Administration

Environmental Impact Statement on Canal Street Spine Streetcar Project

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Regional Transit Authority (RTA) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in the Canal Street Corridor within the City of New Orleans, Louisiana. The Locally Preferred Alternative (the Proposed Action) for transportation improvements consists of the construction of a streetcar rail route in the neutral ground (median) of Canal Street extending from the Riverfront streetcar line to City Park Avenue with a connection along Carrollton and Orleans Avenues to City Park and Delgado Community College.

The FTA and RTA will prepare the draft and final EIS in conformance with 40 CFR Parts 1500-1508, Council on Environmental Quality, Regulations for Implementing the Procedural Requirements of the National Environmental Policy Act of 1969, and 49 CFR Part 622, FTA, Environmental Impact and Related Procedures. In addition, in conformance with Federal Transit Laws, as codified at 49 U.S.C. 5301 *et seq.*, and FTA policy, the Draft EIS will be prepared as a follow-on document to the Canal Street Corridor Project, Major Investment Study (March

1995) and the Canal Street Corridor Project, Locally Preferred Alternative Report (March 1995). In addition, both the Draft and Final EIS will be prepared in conjunction with Preliminary Engineering for the Canal Street Spine Streetcar Project.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to Mr. Jeffrey Roesel, Project Manager, RTA by May 8, 1996. *Scoping Meeting:* A public scoping meeting will be held on Tuesday, April 30, 1996, at the St. John Lutheran Church Fellowship Center. See **ADDRESSES** below.

ADDRESSES: *Written comments* on the project scope should be sent to Mr. Jeffrey Roesel, Project Manager, RTA, 6700 Plaza Drive, New Orleans, Louisiana 70127-2677.

A *Scoping Meeting* will be held beginning at 7:00 p.m. on April 30, 1996, at the following location: St. John Lutheran Church Fellowship Center, 136 North Pierce Street, New Orleans, LA 70119.

FOR FURTHER INFORMATION CONTACT: Mrs. Peggy Crist, Director, Planning and Program Development, FTA, (817) 860-9663.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and RTA invite the public and affected Federal, State, and local agencies to comment on the alternatives that will be evaluated in the EIS and identify any significant issues related to the alternatives. Written materials describing the Proposed Action, the expected environmental impacts, a public involvement program, and the preliminary work schedule are being mailed to affected Federal, State, and local agencies and to interested parties on record. Others may request these scoping materials by calling or writing to Mr. Jeffrey Roesel, Project Manager, RTA, 6700 Plaza Drive, New Orleans, Louisiana 70127-2677; Telephone (504) 248-3899.

A scoping meeting is set for April 30, 1996, at the St. John Lutheran Church Fellowship Center. Verbal and written comments may be submitted at this meeting, and RTA staff will be available for questions. Opportunity for additional public comment will be provided during the study. If you would like to be placed on the mailing list to receive further information on the project and notices of public meetings and hearings, please contact Mr. Roesel at the above address.

II. Description of Study Areas and Project Need

The Canal Street Corridor is delineated by the area bounded by and including the abutting properties from the intersection of City Park Avenue and the I-10 to Canal Boulevard to the Norfolk Southern Railroad right-of-way to the Bayou St. John to St. Ann Street to Decatur Street to Elysian Fields Avenue to the Mississippi River to Poydras Street to the I-10 to the intersection with City Park Avenue. This corridor contains several of the City's oldest and most famous neighborhoods, some of which are listed on the National Register of Historic Places. The neighborhoods in the study area include Mid-City, Tremé, the French Quarter, Faubourg Marigny, the Warehouse District, the Central Business District (CBD), and the New Orleans Regional Medical Center.

The RTA, in cooperation with the FTA, is undertaking the Canal Street Spine Streetcar Project as part of an overall plan to upgrade and expand transit ridership and services in the New Orleans Metropolitan Area. The project is needed to improve local commuting access along the Canal Street Corridor and into the New Orleans CBD. Other transportation goals include increasing transit system ridership and operating efficiency, while reducing conflicts between transit vehicles and passenger cars.

III. Alternatives

Transportation improvements proposed for consideration in the Canal Street Corridor EIS include the No Build Alternative and the Proposed Action. The No Build Alternative consists of a continuation of the current five bus lines operating in the Canal Street Corridor. Issues to be evaluated under the No Build Alternative include elimination of underutilized stops and modification of traffic signals to incorporate priority control.

The Proposed Action consists of re-occupation of the traditional street rail corridor in the neutral ground (median) of Canal Street from the foot of Canal Street (connection to the Riverfront Line) to City Park Avenue. It also includes a spur line that would depart from the Canal Spine at Carrollton Avenue, travel along Carrollton to Orleans Avenue, and follow Orleans across City Park Avenue to a terminus in Marconi Boulevard near the entrances to City Park and Delgado Community College at Victory Drive. Service will begin at the Esplanade station on the Riverfront Line and proceed along the existing Riverfront

Line to the foot of Canal Street. From the foot of Canal, service will proceed in the Canal Street neutral ground (median) to the terminus at City Park Avenue or the Marconi Boulevard terminus. The entire route, consisting of double-tracked rail, is approximately 5.6 miles (9.0 km) in length.

In addition, the Proposed Action will include the construction of a maintenance facility for daily service, inspection, and storage of the Canal Street Spine and Riverfront streetcar fleet (SIS Barn). Preliminary screening of locations has identified three potential locations for the SIS Barn: (1) and (2) Lafitte Avenue Sites I and II, located within the rail corridor bounded by St. Louis Street, Lafitte Avenue, North Claiborne Avenue, and North Dorgenois Street; and (3) Jefferson Davis/Tulane Site, bounded by Tulane Avenue, South Jefferson Davis Parkway, Julia Street, South Genois Street, and South Clark Street. All existing facilities have also been considered.

IV. Probable Effects/Potential Impacts for Analysis

The FTA and RTA propose to evaluate in the EIS all significant social, economic, and environmental impacts of the alternatives under consideration. The impacts evaluated will include: noise; residential and business displacements; changes in development patterns and land use; community disruption due to traffic, noise, displacements, and parking changes; safety considerations; effects on parks and historic sites (Sections 106 and 4(f)); degradation of the air quality and water quality; encroachment on wetlands and floodplains, ecologically sensitive areas, hazardous waste sites; changes to wildlife habitat; and the overall aesthetic quality of the area. These impacts will be evaluated for both the construction period and for the long-term operation of each alternative. Measures to mitigate identified impacts will be discussed.

V. FTA Procedures

In accordance with Federal transportation planning regulations, the DEIS will be prepared as a follow-on document to the Canal Street Corridor Project, Major Investment Study (March 1995) and the Canal Street Corridor Project, Locally Preferred Alternative Report (March 1995) as approved by the City of New Orleans. In addition, both the Draft and Final EIS will be prepared in conjunction with Preliminary Engineering for the Canal Street Spine Streetcar Project. Upon completion of the DEIS, and in consideration of comments received from the public and

affected agencies, the RTA, as the lead agency, will continue with further preliminary engineering and preparation of a Final EIS.

Issued on: April 3, 1996.

Wilbur E. Hare,

Regional Administrator.

[FR Doc. 96-8649 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-57-P

Draft Environmental Impact Statement: Salt Lake County, Utah

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of public scoping meeting.

SUMMARY: The Federal Transit Administration (FTA) is issuing this notice to advise the public that a scoping meeting will be held on Thursday, May 9, 1996 from 4:00-8:00 p.m. in the Cafeteria at Bryant Intermediate School, 40 South 800 East in Salt Lake City, Utah. This meeting will occur as part of the preparation of a Draft Environmental Impact Statement (DEIS) for proposed transportation improvements in the corridor from the University of Utah, through downtown Salt Lake City, to the Salt Lake City International Airport in Salt Lake County, Utah.

FOR FURTHER INFORMATION CONTACT: Don Cover, U.S. Department of Transportation, Federal Transit Administration, 216 Sixteenth St., Suite 650, Denver, Colorado 80202, Telephone (303) 844-3242; or Mick Crandall, Wasatch Front Regional Council, Suite 200, 420 West 1500 South, Bountiful, Utah 84010, Telephone (801) 292-4469.

SUPPLEMENTARY INFORMATION: FTA, in cooperation with the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Wasatch Front Regional Council (WFRC) will prepare a major investment study/draft environmental impact statement for transportation improvements in the corridor from the University of Utah through Salt Lake City to the Salt Lake City International Airport in Salt Lake County, Utah.

The study will consider no-build, transportation system management, and build alternatives. A multimodal evaluation of transportation improvements in the corridor will be the focus of the study, with both transit and highway improvements such as traffic management strategies being considered. Among the transit

alternatives to be studied are light-rail transit and express bus service on high-occupancy vehicle lanes.

This Notice of Public Scoping Meeting will be distributed to federal, state, and local agencies and jurisdictions to advise them of the MIS/DEIS process and to request comments and suggestions. An on-going public involvement process will be developed to provide additional opportunities for the public to participate in this planning/environmental process.

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 MIS/DEIS should be directed to the FTA and/or the WFRC at the addresses provided above.

Issued on: April 1, 1996.

Louis F. Mraz, Jr.,

Regional Administrator, Federal Transit Administration, Region VIII Denver, Colorado.

[FR Doc. 96-8555 Filed 4-5-96; 8:45 am]

BILLING CODE 4910-57-P

Surface Transportation Board¹

[Finance Docket No. 32530]

Kansas City Southern Railway Company; Construction and Operation Exemption; Geismar Industrial Area Near Gonzales and Sorrento, in Ascension Parish, LA

AGENCY: Surface Transportation Board.

ACTION: Notice of final scope of study for environmental impact statement.

SUMMARY: This notice announces the final scope of study prepared in response to written comments, as well as oral comments given at a public meeting, for the environmental impact statement to be prepared for the above proceeding. Written comments on the final scope are requested.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to section 49 U.S.C. 10901. Therefore, this notice applies the law in effect prior to the Act, and citations are to the former section of the statute, unless otherwise indicated.

DATES: Written comments on the final scope of work are due May 6, 1996.

ADDRESSES: Michael Dalton, Section of Environmental Analysis, Room 3219, Surface Transportation Board, 12th and Constitution Avenue, NW, Washington, DC 20423.

FOR FURTHER INFORMATION CONTACT: Michael Dalton (202) 927-6197.

SUPPLEMENTARY INFORMATION: The Kansas City Southern Railway Co. (KCS) has filed a petition for exemption with the Board seeking authority to construct and operate an 8.8-mile line of railroad from the KCS mainline near Sorrento to the Geismar Industrial area in Ascension Parish, Louisiana.

We believe that if the Board approves the construction and operation, this action would constitute a major Federal action having the potential to significantly affect the quality of the human environment. Therefore, we will prepare an environmental impact statement (EIS). A notice of intent to prepare an EIS and to hold a public scoping meeting for this proceeding was published on October 30, 1995. The notice requested comments in writing or orally at a public scoping meeting that was held in Gonzales, Louisiana on November 30, 1995. Over 100 parties provided comments and/or attended the scoping meeting. In accordance with the Board's environmental rules at 49 CFR 1105, the final scope of study is summarized below.

SUMMARY OF THE SCOPE OF STUDY: Construction and operation activities may significantly affect the environment in the project area. Based on the comments and our initial evaluation, the proposed construction and operation may result in a number of environmental impacts. These impacts may include:

- Land Use Impacts
- Socioeconomic Impacts from Physical
- Environmental Changes
- Impacts to Water Resources
- Impacts to Biological Resources
- Transportation and Safety Impacts
- Energy Impacts
- Air Quality Impacts
- Noise and Vibration Impacts
- Impacts to Historic and Cultural Resources
- Impacts to Recreational Resources

Copies of the complete scope of study have been served on all the parties to this proceeding. A copy of the scoping document may be obtained by contacting Michael Dalton at (202) 927-6197.

A notice of availability of the draft EIS will be announced in the Federal Register and served on parties to the proceeding.