

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

brake with microprocessor controls. The CCB pneumatic and electro-pneumatic devices rely on poppet valve and seat technology which has been proven in service in other Knorr brake equipment.

The CCB system consists of a console desk controller, an electronic control system unit and a pneumatic interface unit. The electronic control system unit contains the logic processor (computer), power supply, input/output interfaces, diagnostic program and brake operation programs. The desk console controller contains the standard automatic and independent brake operating handles. The console controller also contains a direct connection to brake pipe which is utilized for emergency brake applications. The pneumatic interface unit contains the connections to the standard train line and locomotive multiple unit pneumatic lines. The pneumatic unit contains all of the devices which are driven by the electronic control system to perform all functions currently carried out by the 26-L brake system.

The brake system includes advanced diagnostics and a self-test program. The manually initiated self-test program tests all electronic and pneumatic interface functions. Detected faults are displayed on the system unit. In-service faults are detected and stored in nonvolatile memory. The railroad states that safety is enhanced by the CCB Equipment in (1) constant vigilance for deviation from performance by the microcomputer, (2) the control of faults to a known safe condition, and (3) the capability of warning the operator of a fault condition. These features are not available in the existing 26-L Brake Equipment. Life of all components are rated in excess of 5-years.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number H-95-3) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, FRA, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590. Communications received within 45 days of the date of publication of this notice will be considered by FRA before final action is taken. Comments received

after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9:00 a.m.-5:00 p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, D.C. 20590.

Issued in Washington, DC on April 16, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 96-9737 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-06-P

### **Petition for Exemption or Waiver of Compliance**

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for waivers of compliance with a requirement of its safety standards. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, and the nature of the relief being requested.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number RSGM-95-17) and must be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. Communications received within 45 days of the date of publication of this notice, will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practical. All written communications concerning these proceedings are available for examination during regular business hours (9:00a.m.-5:00p.m.) in Room 8201, Nassif Building, 400 Seventh Street SW., Washington, DC 20590.

The individual petitions seeking an exemption or waiver of compliance are as follows:

### **Yolo Shortline Railroad (RSGM-95-17)**

The Yolo Shortline Railroad (YSLR) seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(a), certified glazing] for its ALCO locomotive, Number YSLR 101, built in 1949. YSLR is a Class III shortline railroad located in Woodland, California (near Sacramento). The railroad states that this locomotive is planned to be used primarily for operating passenger excursions, in a rural farming land, and performing light freight switching. For historical purposes, the use of this locomotive on the YSLR trackage will be consistent with the type of locomotives that Western Pacific used during its ownership of the trackage. No vandalism has been reported.

### **Radar Rail Car (Waiver Petition Docket Number RSGM-95-18)**

Radar Rail Car seeks a permanent waiver of compliance with the Safety Glazing Standards [49 CFR Part 223.9(c), minimum of four emergency opening windows per passenger car] for eight deluxe sleeper cars. The manufacturer states that the cars are to be used by the Phillip Morris Corporation as a marketing promotion. The configuration of the sleepers consists of 15 deluxe bedrooms. Instead of four emergency opening windows, each of the bedrooms will have an emergency exit, permitting evacuation in the event of an incident. Due to the size and weight of the windows (approximately 250 pounds), the exits are designed to be a panel adjacent to the window. The exit panel will be removable by means of a "zip strip."

Issued in Washington, DC on April 16, 1996.

Phil Olekszyk,

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 96-9738 Filed 4-19-96; 8:45 am]

BILLING CODE 4910-06-P

### **Research and Special Programs Administration**

#### **Meetings of Pipeline Safety Advisory Committees**

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App.1) notice is hereby given of the following meetings of the Technical Pipeline Safety Standards Committee (TPSSC) and the Technical Hazardous Liquid Pipeline Safety Standards Committee (THLPSSC). Each Committee meeting, as well as a joint session of the two Committees, will be held at the