

through 45, and 47 through 51 of the Act, and the rules thereunder, as if Cityfed were a registered investment company, except insofar as permitted by the order requested hereby.

3. Notwithstanding sections 17(a) and 17(d) of the Act, an affiliated person (as defined in section 2(a)(3) of the Act) of Cityfed may engage in a transaction that otherwise would be prohibited by these sections with Cityfed:

(a) If such proposed transaction is first approved by a bankruptcy court on the basis that (i) the terms thereof, including the consideration to be paid or received, are reasonable and fair to Cityfed, and (ii) the participation of Cityfed in the proposed transaction will not be on a basis less advantageous to Cityfed than that of other participants; and

(b) In connection with each such transaction, Cityfed shall inform the bankruptcy court of (i) the identity of all of its affiliated persons who are parties to, or have a direct or indirect financial interest in, the transaction; (ii) the nature of the affiliation; and (iii) the financial interests of such persons in the transaction.

For the SEC, by the Division of Investment Management, under delegated authority.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 95-3111 Filed 2-7-95; 8:45 am]

BILLING CODE 8010-01-M

Issuer Delisting; Notice of Application to Withdraw From Listing and Registration; (Fund American Enterprises Holdings, Inc., Common Stock, \$1.00 Par Value) File No. 1-8993

February 2, 1995.

Fund American Enterprises Holdings, Inc. ("Company") has filed an application with the Securities and Exchange Commission ("Commission"), pursuant to Section 12(d) of the Securities Exchange Act of 1934 ("Act") and Rule 12d2-2(d) promulgated thereunder, to withdraw the above specified security ("Security") from listing and registration on the Pacific Stock Exchange, Inc. ("PSE"). The Security will continue to be listed on the New York Stock Exchange ("NYSE").

The reasons alleged in the application for withdrawing the Security from listing and registration include the following: (1) The average monthly volume of the Security on the PSE for the past six months has been diminutive; (2) it is difficult to justify the expense of the annual listing fee; (3) all public documents that the Company files must be filed in triplicate to the PSE, resulting in a significant amount of

labor and other expense associated with the maintenance of the PSE listing; and (4) the Company no longer has a West Coast business presence or significant ownership base which were important considerations in the original listing.

Any interested person may, on or before February 24, 1995, submit by letter to the Secretary of the Securities and Exchange Commission, 450 Fifth Street, NW., Washington, DC 20549, facts bearing upon whether the application has been made in accordance with the rules of the exchanges and what terms, if any, should be imposed by the Commission for the protection of investors. The Commission, based on the information submitted to it, will issue an order granting the application after the date mentioned above, unless the Commission determines to order a hearing on the matter.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.

Jonathan G. Katz,
Secretary.

[FR Doc. 95-3110 Filed 2-7-95; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

New Route Opportunities (U.S.-Peru); Notice

By this Notice we invite certificate applications from U.S. air carriers interested in providing combination and all-cargo services in the U.S.-Peru market.

Under the 1986 Air Transport Agreement between the United States and Peru there are no limits on the number of U.S. carriers that may be designated to provide scheduled combination or all-cargo services. The number of frequencies these carriers could operate, however, was limited to 16.5 weekly narrow body frequencies for combination services and five weekly narrow body frequencies for all-cargo services. By an Exchange of Notes on January 13, 1995, the Agreement was amended to increase the number of frequencies available to U.S. carriers for the operation of scheduled combination and all-cargo services. Under the amended Agreement, U.S. carriers may operate a maximum of 21 weekly narrow-body frequencies or their wide-body equivalent for combination services; and eight frequencies per week with narrow-body aircraft or their wide-

body equivalent for all-cargo air services, effective January 15, 1995.¹

There has been no change to the route schedules. This means that designated U.S. carriers may provide combination services from the United States via intermediate points to Lima, and beyond to: La Paz, Bolivia and beyond to Asuncion, Paraguay (to be operated as one route); Santiago, Chile; and Buenos Aires, Argentina (Santiago and Buenos Aires to be served on separate flights beyond Lima).² Designated U.S. all-cargo airlines are permitted to operate between Miami and Lima via the intermediate points Panama City, Panama; Guayaquil, Ecuador; and Bogota and Cali, Colombia.³

American Airlines currently holds the 16.5 narrow-body frequencies for combination services, and Challenge Air holds the 5 weekly narrow-body frequencies for all-cargo services.⁴ Therefore, 4.5 narrow-body combination and 3 narrow-body all-cargo frequencies are available new long-term allocations.⁵

Carriers interested in using these new opportunities should file certificate applications including attendant requests for frequency allocations within 14 calendar days of the date of this notice. Answers to any applications filed will be due seven calendar days thereafter; replies to any answers filed will be due within five calendar days after the answer date.

Except for the procedural dates, certificate applications should conform to Part 302, Subpart Q. Applications should be filed with the Department's Docket Section, Room PL-401, 400 Seventh Street SW., Washington, DC 20590. Further procedures for acting on the applications filed, if necessary, will

¹ 1.5 narrow-body aircraft (DC8, MD80, B707, B727, B737, B757 or similar aircraft) is considered equivalent to one wide-body aircraft (L1011, DC10, A300, B747SP, B767 or similar aircraft). Two narrow-body aircraft is considered equivalent to one B747-100 or similar aircraft.

² Designated U.S. carriers for combination services may operate via the following intermediate points: Panama City, Panama; Guayaquil and Quito, Ecuador; and on a blind-sector basis Bogota and Cali, Colombia.

³ Service to Guayaquil, Bogota and Cali may be operated on a blind-sector basis only.

⁴ American Airlines was awarded certificate authority to serve Peru by Order 90-5-5. It has an application pending for renewal of its certificate in Docket 48343. Challenge was granted exemption authority to serve Peru in 1987 (Order 87-2-38) and has been allocated the five available all-cargo frequencies. (See Orders 87-7-52, 89-7-42, 91-6-38 and 93-3-38.) Challenge has a pending application in Docket 50009 for renewal of its underlying authority and its frequency allocation.

⁵ By Order 94-12-21, the Department allocated United Air Lines, Inc. the available 4.5 weekly combination frequencies on a temporary basis for the period January 15, 1995 through April 15, 1995, while we process a case for longer-term authority.

be established in the future by Department notice or order.

Dated: February 2, 1995.

Paul L. Gretch,

Director, Office of International Aviation.

[FR Doc. 95-3083 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Advisory Circular (AC) 25-19, Certification Maintenance Requirements

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 25-19, Certification Maintenance Requirements. The AC provides guidance on the selection, documentation, and control of Certification Maintenance Requirements (CMR's). It also provides a rational basis for coordinating the Maintenance Review Board (MRB) and CMR selection processes in order to minimize the impact of CMR's on airplane operators.

DATES: Advisory Circular 25-19 was issued on November 28, 1994, by the Acting Manager of the Transport Airplane Directorate, Aircraft Certification Service, in Renton Washington.

How To Obtain Copies

A copy of AC 25-19 may be obtained by writing to the U.S. Department of Transportation, Utilization and Storage Section, M-443.2, Washington, DC 20590.

Issued in Renton, Wash., on January 20, 1995.

Neil D. Schalekamp,

*Acting Manager, Transport Standards Staff
Transport Airplane Directorate, Aircraft
Certification Service, ANM-100.*

[FR Doc. 95-3124 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-13-M

Receipt of Noise Compatibility Program and Request for Review; Palm Springs Regional Airport (PSP), Palm Springs, California

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed Noise Compatibility Program that was submitted by the city of Palm Springs

for Palm Springs Regional Airport (PSP), Palm Springs, California under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR part 150. This program was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps submitted under 14 CFR part 150 for were in compliance with applicable requirements effective November 28, 1994. The proposed Noise Compatibility Program will be approved or disapproved on or before July 25, 1995.

EFFECTIVE DATE: The effective date of the start of the FAA's review of the Noise Compatibility Program is January 26, 1995. The public comment period ends March 27, 1995.

FOR FURTHER INFORMATION CONTACT: Howard S. Yoshioka, Planning Section Supervisor, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, (310) 297-1250. Comments on the proposed Noise Compatibility Program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed Noise Compatibility Program for Palm Springs Regional Airport which will be approved or disapproved on or before July 25, 1995. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted Noise Exposure Maps that are found by the FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) part 150, promulgated pursuant to Title I of the Act, may submit a Noise Compatibility Program for the FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the Noise Compatibility Program for Palm Springs Regional Airport, effective on January 26, 1995. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a Noise Compatibility Program under Section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of Noise Compatibility Programs, but that further review will be necessary prior to

approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before May 15, 1991.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the Noise Exposure Maps, the FAA's evaluation of the maps, and the proposed Noise Compatibility Program are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, SW., Room 615, Washington, DC 20591;

Federal Aviation Administration, Western-Pacific Region, AWP-600, P.O. Box 92007 WPC, Los Angeles, California 90009-2007;

Mr. Allen F. Smoot, A.A.E., Director of Aviation, City of Palm Springs, Department of Aviation, Palm Springs Regional Airport, P.O. Box 2743, Palm Springs, California 92263-2743.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Herman C. Bliss,

Manager, Airports Division.

[FR Doc. 95-3125 Filed 2-7-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Prepare Environmental Impact Statement (EIS) for Proposed Localizer—Type Directional Aid (LDA) at the Santa Monica Municipal Airport, Santa Monica, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to prepare an EIS and notice of scoping meetings.

SUMMARY: In compliance with the National Environmental Policy Act (NEPA), and Council on Environmental Quality (CEQ) Policy Regulations (40 CFR 1500-1508), FAA will prepare an EIS to evaluate potential environmental