

on a basis other than net asset value. The rule permits the imposition of certain sales loads and/or other fees in connection with the exchange, provided that (1) any administrative fee or scheduled variation thereof is applied uniformly to all security holders of the specified class; (2) any redemption fee or scheduled variation thereof is applied uniformly and does not exceed the redemption fee applicable to the redemption of the exchanged security in the absence of an exchange; (3) adequate disclosure is made with respect to the fees charged and the limitations and any rights of termination applicable to an exchange offer; and (4) sales loads are calculated and deducted in accordance with the terms and conditions of Rule 11a-3.

Rule 11a-2 thus permits offers of exchange between insurance company separate accounts having the same or affiliated depositor or sponsor and Rule 11a-3 permits certain exchange offers between funds in the same group of funds. However, neither rule permits exchanges between a publicly-offered management investment company and a separate account.

11. Applicants state that, because neither the T. Rowe Price Public Funds nor the Contracts impose sales load charges, no sales load will be deducted in connection with the application of redemption proceeds from a T. Rowe Price Public Fund to premium payments on a Contract, or the application of redemption proceeds or annuity payments from a Contract to the purchase of shares of T. Rowe Price Public Fund. Thus, there is no possibility of the abuse contemplated by Section 11(a) (*i.e.*, offers of exchange made solely for the purpose of assessing additional selling charges). The payment arrangement is consistent with the intent and purposes of Rules 11a-2 and 11a-3 and would satisfy the conditions established by those rules if the Applicants were eligible to rely on them.

12. Applicants believe that exemptive relief is necessary, appropriate and fully consistent with the purpose of Section 11 of the 1940 Act, and that the payment arrangement would not result in any of the abuses the section was enacted to prevent. The payment arrangement provides substantial benefits to Contract purchasers and owners by providing a convenient means of making premium payments and of investing proceeds from a redemption, withdrawal or surrender under the Contracts. The payment arrangement is consistent with the protection of investors and with the

purposes fairly intended by the policy and provisions of the 1940 Act.

#### Conclusion

For the reasons set forth above, Applicants represent that the exemptions requested are necessary and appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policy and provisions of the 1940 Act.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

**Jonathan G. Katz,**  
*Secretary.*

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BILLING CODE 8010-01-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Airbus Industrie Proposal To Establish a Maximum Passenger Capacity for the Model A321 Airplane Without Conduct of a Full-Scale Evacuation Demonstration; Public Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting which is being held by the Federal Aviation Administration (FAA) for the purpose of soliciting and reviewing information from the public on a proposal by Airbus Industrie to establish a maximum passenger capacity for the model A321 airplane without conduct of a full-scale evacuation demonstration. Interested parties are invited to make presentations or submit material for the record.

**DATES:** The public meeting is scheduled for Friday, April 14, 1995. On-site registration will begin at 7:30 a.m., and the public meeting will begin at 8:30 a.m.

**REGISTRATION:** Persons planning to attend the public meeting should preregister by contacting the person identified later in this notice as the contact for further information.

Arrangements for oral presentations must be made by March 25, 1995.

**ADDRESSES:** The public meeting will be held at the Holiday Inn, SeaTac International Airport, 17338 International Blvd., Seattle, Washington 98188.

**FOR FURTHER INFORMATION CONTACT:** Jeff Gardlin, FAA, Transport Standards Staff, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (206) 227-2136.

**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 public meeting to be held on April 14, 1995 at the Holiday Inn, SeaTac International Airport in Seattle, Washington. The purpose of this meeting is to hear comments from the general public regarding a proposal by Airbus Industrie to establish the maximum passenger capacity for the A321 airplane, without conduct of a full-scale evacuation demonstration. This proposal includes utilization of previous full-scale evacuation data from a similar airplane model, in combination with partial evacuation testing and analysis. This approach would represent a departure from previous FAA-approval methods for new airplane models, although the European Joint Aviation Authorities have already approved the airplane using this method. The A321 is a derivative of the A320 airplane, and includes replacement of the two Type III overwing exits with two pairs of improved Type I exits. While this subject is being addressed by the Emergency Evacuation Issues Group of the Aviation Rulemaking Advisory Committee (ARAC), that group has not yet reached a consensus on the procedures to follow in such a case. In the absence of a formal recommendation from ARAC, the FAA is inviting the interested public to comment on the Airbus proposal. The FAA will consider information presented at the public meeting in the course of making its decision on the acceptability of the Airbus proposal.

The agenda for the meeting will include:

- Regulatory Background
- Certification Test Procedures
- Airbus Presentation of Proposed Compliance Method
- Presentations from the Public

Attendance is open to the interested public, but will be limited to the space available.

#### **Requests To Be Heard**

Persons planning to present data or comments at the public meeting are requested to provide the FAA an abstract of their presentation by March 25, 1995. The abstract should include an estimate of the time needed to make the presentation, and should be mailed to the person identified earlier in this notice as the contact for further information. Following each presentation, a discussion period will be allowed and all persons will be given the opportunity to open discussions on the presentation.

### Public Meeting Procedures

Hotel room reservations should be made in advance. A block of rooms has been reserved at the Holiday Inn, SeaTac at a single room rate of \$74.00 plus tax. Persons wishing to attend the public meeting are encouraged to make reservations by March 23, 1995, by contacting the Hotel direct at 206-248-1000. Be sure to identify yourself as an FAA public meeting attendee to receive this special rate.

Persons who plan to attend the public meeting should be aware of the following procedures which are established to facilitate the workings of the meeting.

1. The meeting will be open on a space available basis to all persons registered. If practicable, the meeting will be accelerated to enable adjournment in less than the time scheduled.

2. The meeting will be recorded by a court reporter. Anyone interested in purchasing the transcript should contact the court reporter directly. A copy of the court reporter's transcribe will be docketed.

3. The FAA will consider all materials presented at the meeting by participants. Position papers and other handout material may be accepted at the discretion of the chairperson. Enough copies should be provided for distribution to all conference participants.

4. Statements made by FAA participants at the meeting will not be taken as expressing final FAA positions.

Issued in Renton, Washington, on March 3, 1995.

**Darrell M. Pederson,**

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

[FR Doc. 95-5872 Filed 3-10-95; 8:45 am]

BILLING CODE 4910-13-M

### Federal Highway Administration

#### National Motor Carrier Advisory Committee; Meeting

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of public meeting.

**SUMMARY:** The FHWA announces a public meeting of the National Motor Carrier Advisory Committee. The Committee acts in an advisory capacity to the Federal Highway Administrator. It makes recommendations intended to improve the safety and productivity of the motor carrier industry and the effectiveness of the FHWA's programs and policies. The Committee reviews

research projects, regulations, and programs including those involving commercial motor vehicle licensing and taxation, uniformity, and safety. The focus of the meeting will be issues and concerns of the motor carrier community, including: (1) Regulatory Updates, (2) Overview of the Truck and Bus Safety Summit, and (3) Intelligent Transportation Systems.

**DATES:** The meeting will be from 8:30 a.m. to 4:30 p.m. on April 4, 1995, and from 8:30 a.m. to 12:00 p.m. on April 5, 1995.

**ADDRESSES:** Federal Highway Administration, 400 Seventh Street, SW., Room 2201, Washington, DC, 20590.

**FOR FURTHER INFORMATION CONTACT:** Mr. Sam Rea, HMT-2, Room 3103, 400 Seventh Street, SW., Washington, DC, 20590; (202) 366-1724.

Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except for Federal holidays.

(23 U.S.C. 315; 49 CFR 1.48)

Issued on: March 7, 1995.

**Rodney E. Slater,**

*Federal Highway Administrator.*

[FR Doc. 95-6059 Filed 3-10-95; 8:45 am]

BILLING CODE 4910-22-P

#### [FHWA Docket No. 95-4]

#### Highway Investment Needs at and Approaching International Ports of Entry

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice; request for comments.

**SUMMARY:** This document requests comments on a study of highway investment needs at and approaching international ports of entry. This study would supplement an earlier report on international ports of entry and transportation corridors for North American trade which the Department of Transportation (DOT) submitted to the Congress in January 1994, in accordance with sections 1089 and 6015 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Pub. L. 102-240, 105 Stat. 1914. The Congress has asked the FHWA to conduct a study to review its distribution of funds to border regions, to develop and report recommendations to improve the distributions of such funds, to give high priority to the transportation needs of border regions, and to work with State and local governments in border regions (including requests for information about funding distribution) to assist

them with planning. This will be a two-part study. The States have asked for the expansion of this study to include other international ports of entry. This will be the second study conducted by the FHWA.

**DATES:** Comments must be received on or before April 1, 1995, for inclusion in part one of the report to the Congress on international border crossing ports of entry; on or before July 31, 1995, for the second part of the border crossing report; and by September 1, 1995, for a subsequent report which will cover other maritime, rail, air, and intermodal international ports of entry. This docket will remain open indefinitely to accept comments on the reports after they are issued.

**ADDRESSES:** Submit written, signed comments to the FHWA Docket No. 95-4, Federal Highway Administration, Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington DC 20590. Interested parties are requested to identify themselves for inclusion on a mailing list for future notifications concerning the study by providing their names and mailing addresses to the above docket. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Ms. Esther Strawder, Office of Policy Development, Federal Highway Administration (HPP-22), 400 Seventh Street, SW., Washington, D.C. 20590, Attention: Highway Investment Study (telephone 202/366-6949, fax 202/366-3297).

#### SUPPLEMENTARY INFORMATION:

##### Background

The conference report (H.R. Conf. Rep. No. 752, 103d Cong., 2d Sess. (1994)) of the Department of Transportation's Appropriations Act for Fiscal Year 1995 (Pub. L. 103-331, 108 Stat. 2471) includes a discussion of and requirements related to infrastructure issues of the border regions.

The congressional report references an earlier report prepared by the FHWA and submitted by the Secretary of Transportation to the Congress in January 1994, in accordance with section 1089, Feasibility of International Border Highway Infrastructure Discretionary Program, and section 6015, Border Crossings, of the ISTEA. The report is entitled "Assessment of Border Crossings and Transportation