

to balance the perceived anticompetitive effects of a regulatory policy or decision against the purpose of the Act that would be advanced by the policy or decisions and the costs associated therewith. The Commission notes that any anticompetitive effects pointed to by Thomson are not caused by the proposed rule change being approved by this order but rather by an existing Phlx rule. The Commission is reviewing Thomson's claim but does not believe that approval of this proposal will itself create any burdens on competition. Moreover, as discussed above, the rule advances fundamental purposes under the Act, namely the efficient clearance and settlement of securities.

IV. Conclusion

For the reasons stated above, the Commission finds that Phlx's proposal is consistent with Section 6 of the Act.¹¹

It Is Therefore Ordered, pursuant to Section 19(b)(2) of the Act,¹² that the proposed rule change (File No. SR-Phlx-94-55) be and hereby is approved and will become effective June 7, 1995.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.¹³

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 95-7137 Filed 3-22-95; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF STATE

[Public Notice 2181]

United States International Telecommunications Advisory Committee Radiocommunication Sector Joint Ad Hoc Working Party 7B and 9D; Meeting Notice

The Department of State announces that the United States International Telecommunications Advisory Committee (ITAC), Radiocommunication Sector Joint Ad Hoc Working Party 7B and 9D will meet on 13 April 1995 at 1:30 to 4:30 p.m., in the conference room at the facilities of Stanford Telecom, Inc., 7501 Forbes Blvd., Suite 105, Seabrook, MD.

Joint Ad Hoc Working Party 7B and 9D has been established to develop recommendations that lead to a stable, long term sharing environment for the fixed service and the space research, space operation and Earth exploration-satellite services in the 2025-2110 MHz and 2200-2290 MHz bands; and also to

develop a recommendation on the e.i.r.p. spectral density of fixed service emissions in the 25.25-27.5 GHz band that are directed towards the geostationary orbit.

This April Meeting will review the results of the Joint Ad Hoc WP 7B and 9D meeting, 3-4 November 1994 and begin preparations for the 21-24 July international meeting.

Members of the General Public may attend the meetings and join in the discussions, subject to the instructions of the Chairman, John E. Miller. Those persons who wish to attend, please call (301) 464-8900 or fax (301) 262-2642 and leave your name, address, phone and fax numbers.

Dated: March 13, 1995.

Warren G. Richards,

Chairman, U.S. ITAC for ITU-Radiocommunication Sector.

[FR Doc. 95-7163 Filed 3-22-95; 8:45 am]

BILLING CODE 4710-45-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Intent To Prepare Supplemental Environmental Impact Statement; Cal Black Memorial Airport, Halls Crossing, UT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent.

SUMMARY: The Northwest Mountain Region of the FAA announces: its intent to prepare Draft and Final Supplemental Environmental Impact Statements (SEIS) for further study of potential noise impacts associated with operation of Cal Black Memorial Airport at Halls Crossing, Utah and that the Federal SEIS scoping process will consist of a time period for interested agencies and persons to submit written comments as to their concerns regarding potential noise impacts upon areas surrounding the airport and how those impacts could be addressed in the Draft SEIS.

DATES: In order to be considered, written comments must be received by Mr. Dennis G. Ossenkop, Federal Aviation Administration, Airports Division, 1601 Lind Ave. S.W., Renton, WA 98055-4056, Telephone: (206) 277-2611 on or before June 30, 1995.

Questions concerning the draft SEIS or the process being applied by the FAA in connection with this study should also be directed to Mr. Ossenkop.

SUPPLEMENTARY INFORMATION: This SEIS is being prepared in response to the court's decision in *National Parks and*

Conservation Association v. F.A.A., 988 F.2d 1523 (10th Cir., 1993), which reserved the agency's determination of no significant impact from airport operations on visitors to surrounding recreational areas, and remanded the matter back to the agency for further analysis. Information, data, views and comments obtained in the course of the SEIS scoping process may be used in the preparation of the draft SEIS. The purpose of this notice is to inform the public and state, local and Federal governmental agencies of the fact that a draft SEIS will be prepared and to provide those interested in doing so with an opportunity to present their views, comments, information, data, or other relevant observations concerning the potential noise impacts on surrounding recreational areas, related to the operation of Cal Black Memorial Airport. It is not the intent of FAA to revisit any other environmental issue evaluated in the 1990 EIS, in this SEIS.

The May 1990 Final EIS and August 1990 FAA Record of Decision related to the construction of the airport can be reviewed at the following locations:

San Juan County Courthouse, Monticello, Utah 84535.

Federal Aviation Administration, Airports Division, 1601 Lind Ave. S.W., Renton, WA 98056-4056.

Denver Airports District Office, 5440 Roslyn, Suite 300, Denver, CO 80216-6026.

Issued in Renton, Washington on March 9, 1995.

David A. Field,

Acting Manager, Airports Division, Federal Aviation Administration, Northwest Mountain Region, Renton, Washington.

[FR Doc. 95-7190 Filed 3-22-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-13]

Petitions For Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and

¹¹ 15 U.S.C. 78f (1988).

¹² 15 U.S.C. 78s(b)(2) (1988).

¹³ 17 CFR 200.30(a)(12) (1994).

participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before April 12, 1995.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, DC 20591.

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 Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, DC 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, DC, on March 17, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions For Exemption

Docket No.: 28096.

Petitioner: Boeing.

Sections of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought: To permit Boeing to test the hydraulic system of the model 737-700 airplane by a combination of a range-of-motion test of the complete hydraulic system at 3400 psig and component testing at 1.5 times design operating pressure, in lieu of the static test of the complete hydraulic system at 1.5 times the design operating pressure (4500 psi) as required by the FAR.

Docket No.: 28106.

Petitioner: Southwest Airlines Co.

Sections of the FAR Affected: 14 CFR 25.853(a) and 121.310(a)(2).

Description of Relief Sought: To allow relief from the peak heat release rate requirement of 65 kilowatts per square meter for sculptured ceiling panels with sound dampening tape on the back side installed on several Boeing 737-300 aircraft operated by Southwest Airlines.

Docket No.: 28112.

Petitioner: IPECO Europe.

Sections of the FAR Affected: 14 CFR 25.562(b)(2).

Description of Relief Sought: To allow IPECO Europe, for the Dornier 328 aircraft, a permanent grant of exemption from the floor track misalignment test requirements of § 25.562(b)(2) for the captain and first officer.

Docket No.: 28113.

Petitioner: International Aeronautical Systems, Inc.

Sections of the FAR Affected: 14 CFR 25.807(d) (1) and (7), 25.815 (a) and (e), and 121.310(m).

Description of Relief Sought: To permit a cargo/passenger combination configuration in a partial side-by-side arrangement with two separated passenger compartments and more than 60 feet between adjacent exits, for the DC-10-30F aircraft.

Dispositions of Petitions

Docket No.: 23771.

Petitioner: Cessna Aircraft Company.

Sections of the FAR Affected: 14 CFR 91.9(a) and 91.531(a) (1) and (2).

Description of Relief Sought/Disposition: To extend Exemption No. 4050, as amended, which permits single pilot operations of Cessna Citation Models 550, S550, 552, and 560, provided the pilot meets certain experience and training requirements and qualifications. *GRANT, March 9, 1995, Exemption No. 4050H.*

Docket No.: 26223.

Petitioner: Airbus Service Company, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58(c) (1) and (d); 61.63 (c)(2) and (d)(2) and (3); 61.65(c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d) (1) and (2) and (e) (1) and (2); 61.191(c); and appendix A, part 121.

Description of Relief Sought/Disposition: To permit Airbus to use FAA-approved simulators to meet certain flight experience requirements of part 61 of the FAR. *GRANT, March 3, 1995, Exemption No. 6032.*

Docket No.: 26734.

Petitioner: Sierra Industries, Inc.

Sections of the FAR Affected: 14 CFR 91.9(a) and 91.531(a) (1) and (2).

Description of Relief Sought/Disposition: To extend Exemption No. 5517, as amended, which permits single pilot operations of certain Cessna Citation models (for Serial Nos. 0001 through 0349, only) that are equipped with Sierra's STC No. SA8176SW and with STC Nos. SA2172NM or SA645NW, to be operated by one pilot without a second in command provided

the pilot meets certain experience and training requirements and qualifications. This exemption is being reissued also to ensure that the conditions and limitations of this exemption conform to those recently approved for another exemption holder. *GRANT, March 9, 1995, Exemption No. 5517B.*

Docket No.: 26897.

Petitioner: Northwest Aerospace Training Corporation.

Sections of the FAR Affected: 14 CFR 124.411(a)(2), (a)(3), and (b)(2); 121.413 (b), (c), and (d); and appendix H, part 121.

Description of Relief Sought/Disposition: To extend and amend Exemption No. 5538, as amended, which allows certain Northwest Aerospace Training Corporation (NATCO) instructors listed in its FAA-approved curriculum to serve as instructors or check airmen in simulators when under contract with part 121 certificate holders who contract with NATCO, without those persons having received ground and flight training in accordance with a training program approved under subpart N of part 121. This exemption also permits NATCO instructors, who serve in advanced simulators without being employed by the certificate holder for 1 year, to receive applicable training in accordance with the provisions of this exemption. The amendment clarifies and revises certain conditions explicit within the previous exemption, as amended. *GRANT, March 13, 1995, Exemption No. 5538B.*

Docket No.: 27089.

Petitioner: F.I.T. Aviation, Inc.

Sections of the FAR Affected: 14 CFR 141.65.

Description of Relief Sought/Disposition: To extend Exemption 5624, which permits F.I.T. Aviation, Inc., to recommend graduates of its flight instructor certification courses for flight instructor certificates (with associated ratings), without having to take the FAA practical test. *GRANT, March 10, 1995, Exemption No. 5624A.*

Docket No.: 27658.

Petitioner: Qualiflight Training.

Sections of the FAR Affected: 14 CFR 141.65.

Description of Relief Sought/Disposition: To allow Qualiflight Training to hold examining authority for the flight instructor and the airline transport pilot written tests. *DENIAL, February 28, 1995, Exemption No. 6035.*

Docket No.: 27946.

Petitioner: Business Air, Inc.

Sections of the FAR Affected: 14 CFR 91.9(a) and 135.99(a).

Description of Relief Sought/Disposition: To permit the operation of an Embraer EMB-110 aircraft by a single pilot under instrument flight rules or night visual flight rules without an autopilot, provided no passengers are carried for hire. *DENIAL, February 27, 1995, Exemption No. 6033.*

Docket No.: 27984.

Petitioner: Epps Air Service.

Sections of the FAR Affected: 14 CFR 135.143(c)(2).

Description of Relief Sought/Disposition: To permit Epps Air Service to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *GRANT, March 1, 1995, Exemption No. 6037.*

Docket No.: 28025.

Petitioner: Jet Tech International, Inc.

Sections of the FAR Affected: 14 CFR 121.411(a) (2) and (3), and (b)(2); 121.413 (b), (c), and (d); and appendix H, part 121.

Description of Relief Sought/Disposition: To permit certain Jet Tech International, Inc. (JTI), listed in a part 121 certificate holder's approved training program to act as simulator instructors for a particular certificate holder under part 121 without those persons having received all the required ground and flight training for each individual contracting part 121 certificate holder. JTI instructors must have completed all the approved ground and flight training required under subpart N for at least on part 121 certificate holder. This exemption permits JTI simulator instructors to serve in advance simulators without being employed by the certificate holder for 1 year, provided they receive applicable training in accordance with the provisions of this exemption. *PARTIAL GRANT, March 3, 1995, Exemption No. 6036.*

[FR Doc. 95-7188 Filed 3-22-95; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee; Subcommittee on Human Factors

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (Public Law 92-362; 5 U.S.C. App. I), notice is hereby given of a meeting of the Subcommittee on Human Factors of the Federal Aviation Administration (FAA) Research, Engineering and Development (R,E&D) Advisory Committee to be held Thursday, April 6, 1995, 9 am to 5 pm and continuing on Friday, April 7, 1995, 9 am to 1 pm. The meeting will take place at the Capital Gallery Building,

600 Maryland Avenue, SW., Washington, DC, in suite 500.

The agenda for this meeting will include discussion on certification and regulation as well as discussion on FAA research in human factors.

Attendance is open to the interested public, but limited to space available. With the approval of the subcommittee chairman, members of the public may present oral statements at the meeting. Persons wishing to present oral statements, obtain information, or attend the meeting should contact Dr. Mark Hofmann, AAR-100, 800 Independence Avenue, SW., Washington, DC, at (202) 267-7125, the FAA Designated Federal Official to the subcommittee.

Members of the public may present a written statement to the subcommittee at any time.

Issued in Washington, DC, on March 15, 1995.

Andres Zellweger,

Director, Office of Aviation Research.

[FR Doc. 95-7079 Filed 3-22-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Southwest Georgia Regional Airport, Albany, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Southwest Georgia Regional Airport, Albany, Georgia under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before April 24, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C.M. Armour, Airport Director, Southwest Georgia Regional Airport of the Albany-

Dougherty Aviation Commission at the following address: Mr. C.M. Armour, Director, Southwest Georgia Regional Airport, 3905 Newton Road, Albany, Georgia 37707-3460.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Albany-Dougherty Aviation Commission under section 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Walter Bauer, Program Manager, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, Atlanta, Georgia, 30337-2747, telephone number (404) 305-7142. The application may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Southwest Georgia Regional Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 14, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Albany-Dougherty Aviation Commission was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 27, 1995.

The following is a brief overview of the application.

- Level of the proposed PFC:* \$3.00.
 - Proposed charge effective date:* September 1, 1995.
 - Proposed charge expiration date:* October 29, 1999.
 - Total estimated PFC revenue:* \$473,801.00.
 - Brief description of proposed projects:*
 1. Preparation of PFC Application.
 2. Acquire passenger facility lift device.
 3. Prepare storm water pollution prevention plan.
 4. Install in terminal building signs for disabled.
 5. Acquire bunker gear proximity suits.
 6. Acquire airport interactive aircraft rescue fire fighting video program and equipment.
 7. Acquire airport/aircraft rescue fire fighting communication equipment.
 8. Airport Master Plan update.
 9. Terminal entrance and exit road rehabilitation.
 10. Replace two security gates.
 11. General aviation apron rehabilitation.
- Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* None.

Any person may inspect the application in person at the FAA office