

approximately \$37,500, consisting of legal fees and trustee fees, were paid by applicant. Certain deferred organizational expenses of \$79,116 were assumed and paid by the Adviser.

5. As of the date of the application, applicant had no debts or liabilities and is not a party to any litigation or administrative proceeding.

6. Applicant is neither engaged in, nor does it propose to engage in, any business activities other than those necessary for the winding-up of its affairs. Applicant intends to file a certificate of dissolution with the State of New York.

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

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 95-15813 Filed 6-27-95; 8:45 am]

BILLING CODE 8010-01-M

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

[Dockets 50252 and 50253]

#### Applications of Prime Air, Inc., d/b/a Transmeridian Airlines, for Issuance of New Certificate Authority

**AGENCY:** Department of Transportation.

**ACTION:** Notice of Order to Show Cause (Order 95-6-25).

**SUMMARY:** The Department of Transportation is directing all interested persons to show cause why it should not issue an order (1) finding Prime Air, Inc. d/b/a TransMeridian Airlines fit, willing, and able, and (2) awarding it certificates of public convenience and necessity to engage in interstate and foreign charter air transportation of persons, property, and mail.

**DATES:** Persons wishing to file objections should do so no later than June 29, 1995.

**ADDRESSES:** Objections and answers to objections should be filed in Dockets 50252 and 50253 and addressed to the Documentary Services Division (C-55, Room PL-401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590 and should be served upon the parties listed in Attachment A to the order.

**FOR FURTHER INFORMATION CONTACT:** Ms. Janet A. Davis, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590, (202) 366-9721.

Dated: June 22, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-15822 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-62-P

## Federal Aviation Administration

### Receipt of Revision To Approved Noise Compatibility Program and Request for Review; Reno/Tahoe International Airport, Reno, NV

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that it is reviewing a proposed revision to the approved noise compatibility program that was submitted for Reno/Tahoe International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by the Airport Authority of Washoe County, Nevada. The Noise Compatibility Program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Reno/Tahoe International Airport were in compliance with applicable requirements effective February 22, 1991. The Noise Compatibility Program for Reno/Tahoe International Airport was approved by the FAA on September 1, 1993. The proposed revision to the approved noise compatibility program will be approved or disapproved on or before December 10, 1995.

**EFFECTIVE DATE:** The effective date of the start of FAA's review of the revision to the approved noise compatibility program is June 13, 1995. The public comment period ends July 13, 1995.

**FOR FURTHER INFORMATION CONTACT:** Mr. Elisha Novak, Senior Planner, SFO-612, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Burlingame, California 94010-1303, Telephone 415/876-2928. Comments on the proposed revision to the approved noise compatibility program should be submitted to the above office.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA is reviewing a proposed revision to the approved noise compatibility program for Reno/Tahoe International Airport which will be approved or disapproved on or before December 10, 1995. This notice also announces the availability of

this revision for public review and comment.

An airport operator who has submitted noise exposure maps that are found by 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 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 revision to the approved noise compatibility program for Reno/Tahoe International Airport, effective June 13, 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. On September 1, 1993, the FAA approved the noise compatibility program for Reno/Tahoe International Airport. An announcement of FAA's approval of the noise compatibility program was published in the Federal Register on September 24, 1993. Preliminary review of the submitted material for the revision 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 December 10, 1995.

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 measure 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 revision 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 revision to the approved noise compatibility program are available for examination at the following locations:

Federal Aviation Administration,  
National Headquarters, 800  
Independence Avenue, SW., Room  
617, Washington, D.C. 20591  
Federal Aviation Administration,  
Western-Pacific Region, Airports  
Division, Room 3012, 15000 Aviation  
Boulevard, Hawthorne, California  
90261

Federal Aviation Administration, San  
Francisco Airports District Office, 831  
Mitten Road, Burlingame, California  
94010-1303

Mr. Robert C. White, Director of  
Aviation, Airport Authority of  
Washoe County, Nevada, Box 12490,  
Reno, Nevada 89510

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

Issued in Hawthorne, California on June  
13, 1995.

**Herman C. Bliss,**

*Manager, Airports Division, AWP-600,  
Western-Pacific Region.*

[FR Doc. 95-15891 Filed 6-27-95; 8:45 am]

**BILLING CODE 4910-13-M**

**T.F. Green State Airport; Providence,  
Warwick, RI; Noise Exposure Map  
Notice**

**AGENCY:** Federal Aviation  
Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation  
Administration (FAA) announces its  
determination that the noise exposure  
maps submitted by Rhode Island  
Department of Transportation (RIDOT)  
for T.F. Green State Airport under the  
provisions of Title I of the Aviation  
Safety and Noise Abatement Act of 1979  
(Pub. L. 96-193) and 14 CFR Part 150  
are in compliance with applicable  
requirements.

**EFFECTIVE DATE:** The effective date of the  
FAA's determination on the noise  
exposure maps is June 15, 1995.

**FOR FURTHER INFORMATION CONTACT:** John  
Silva, FAA New England Region, 12  
New England Executive Park,  
Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This  
notice announces that the FAA finds  
that the noise exposure maps submitted  
for T.F. Green State Airport are in  
compliance with applicable  
requirements of Part 150, effective June  
15, 1995.

Under section 103 of the Aviation  
Safety and Noise Abatement Act of 1979  
(hereinafter referred to as "the Act"), an  
airport operator may submit to the FAA  
noise exposure maps which meet

applicable regulations and which depict  
noncompatible land uses as of the date  
of submission of such maps, a  
description of projected aircraft  
operations, and the ways in which such  
operations will affect such maps. The  
Act requires such maps to be developed  
in consultation with interested and  
affected parties in the local community,  
government agencies, and persons using  
the airport.

An airport operator who has  
submitted noise exposure maps that are  
found by 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 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 completed its review of  
the noise exposure maps and related  
descriptions submitted by RIDOT. The  
specific maps under consideration are  
Figure 6-1, 1993 Baseline DNL  
Contours, and Figure 6-7, 1998 Forecast  
DNL Contours Using Airport Master  
Plan Forecasts, each of which is  
published in "Revised Noise Exposure  
Maps for T.F. Green State Airport",  
dated April 1995. FAA has determined  
that these maps for T. F. Green State  
Airport are in compliance with  
applicable requirements. This  
determination is effective on June 15,  
1995. FAA's determination on an airport  
operator's noise exposure maps is  
limited to a finding that the maps were  
developed in accordance with the  
procedures contained in appendix A of  
FAR Part 150. Such determination does  
not constitute approval of the  
applicant's data, information or plans,  
or a commitment to approve a noise  
compatibility program or to fund the  
implementation of that program.

If questions arise concerning the  
precise relationship of specific  
properties to noise exposure contours  
depicted on a noise exposure map  
submitted under section 103 of the Act,  
it should be noted that the FAA is not  
involved in any way in determining the  
relative locations of specific properties  
with regard to the depicted noise  
contours; or in interpreting the noise  
exposure maps to resolve questions  
concerning, for example, which  
properties should be covered by the  
provisions of section 107 of the Act.  
These functions are inseparable from  
the ultimate land use control and  
planning responsibilities of local  
government. These local responsibilities  
are not changed in any way under Part

150 or through FAA's review of noise  
exposure maps. Therefore, the  
responsibility for the detailed  
overlaying of noise exposure contours  
onto the map depicting properties on  
the surface rests exclusively with the  
airport operator which submitted those  
maps, or with those public agencies and  
planning agencies with which  
consultation is required under section  
103 of the Act. The FAA has relied on  
the certification by the airport operator,  
under section 150.21 of FAR Part 150,  
that the statutorily required consultation  
has been accomplished.

Copies of the noise exposure maps  
and of the FAA's evaluation of the maps  
are available for examination at the  
following locations:

Federal Aviation Administration, New  
England Region, Airports Division, 16  
New England Executive Park,  
Burlington, Massachusetts 018033

Rhode Island Airport Corporation, T. F.  
Green State Airport, Warwick, Rhode  
Island 02886

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

Issued in Burlington, Massachusetts, June  
15, 1995.

**Vincent A. Scarano,**

*Manager, Airports Division, New England  
Region.*

[FR Doc. 95-15892 Filed 6-27-95; 8:45 am]

**BILLING CODE 4910-13-M**

**Notice of Public Conference**

**AGENCY:** Federal Aviation  
Administration, DOT.

**SUMMARY:** This notice announces an  
International Conference on Cabin  
Safety Research, which is being held by  
the Federal Aviation Administration  
(FAA) for the purpose of presenting the  
agency's Cabin Safety Research Program  
(CSRP) plan, and soliciting input from  
the public on the content of the plan.  
The CSRP and the conference are being  
jointly sponsored by the Joint Aviation  
Authorities (JAA) of Europe, and  
Transport Canada Aviation (TCA).

**DATES:** The Conference is scheduled for  
Tuesday thru Thursday, November 14-  
16, 1995. Registration will begin at 7:30  
a.m., November 14 and the Conference  
will begin at 8:30 a.m.

**REGISTRATION:** Persons planning to  
attend the public conference are  
encouraged to pre-register by contacting  
the person identified later in this notice  
as the contact for further information.  
Pre-registration is requested by October  
13, 1995.