

and all other pertinent information, SBA issued License No. 09/79-0404 on July 28, 1995, to Bay Partners SBIC, L.P. to operate as a small business investment company.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: August 23, 1995.

Darryl K. Hairston,

Deputy Associate Administrator for Investment.

[FR Doc. 95-21320 Filed 8-28-95; 8:45 am]

BILLING CODE 8025-01-P

[Application No. 99000173]

Geneva Middle Market Investors, L.P.; Notice of Filing of an Application for a License to Operate as a Small Business Investment Company

Notice is hereby given of the filing of an application with the Small Business Administration (SBA) pursuant to § 107.102 of the Regulations governing small business investment companies (13 CFR 107.102 (1995)) by Geneva Middle Market Investors, L.P. at 70 Walnut Street, Wellesley, Massachusetts 02181 for a license to operate as a small business investment company (SBIC) under the Small Business Investment Act of 1958, as amended, (15 U.S.C. *et seq.*), and the Rules and Regulations promulgated thereunder. The applicant will consider investments in businesses located throughout the United States.

Geneva Middle Market Investors, L.P., a Delaware limited partnership, will be managed by GMM Investors Corporation, the applicant's corporate general partner. Full-time management to the applicant will be provided by James J. Goodman, Douglas M. Troob and Stephanie L. Wagner. Mr. Goodman will serve as President, Mr. Douglas Troob as Vice President and Secretary, and Ms. Wagner as Associate of GMM Investors Corporation. The board of directors of the GMM Investors Corporation will be David H. Troob (Chairman), Robert L. Kuhn, Thomas L. Kempner, Donald R. Weisberg, and James J. Goodman. Each of the Directors has had extensive experience in private company investing. The applicant is affiliated with The Geneva Companies, a leading source for acquisition of privately held companies with capitalization below \$50 million.

The following limited partners will own 10 percent or more of the proposed SBIC:

Name	Percentage of ownership
GTLK Holdings, Inc., 5 Park Place, Suite 1900, Irvine, California 92714	20

The applicant will begin operations with Regulatory Capital of \$10.8 million and will focus its investment portfolio in growing companies principally in the manufacturing, wholesaling, retailing, and service industries. The applicant will invest primarily in companies with strong growth prospects in need of expansion financing.

Matters involved in SBA's consideration of the application include the general business reputation and character of the proposed owners and management, and the probability of successful operations of the new company under their management, including profitability and financial soundness in accordance with the Act and Regulations.

Notice is hereby given that any person may, not later than 15 days from the date of publication of this Notice, submit written comments on the proposed SBIC to the Associate Administrator for Investment, Small Business Administration, 409 3rd Street, SW, Washington, DC 20416.

A copy of this Notice will be published in a newspaper of general circulation in Boston, Massachusetts.

(Catalog of Federal Domestic Assistance Programs No. 59.011, Small Business Investment Companies)

Dated: August 23, 1995.

Darryl K. Hairston,

Deputy Associate Administrator for Investment.

[FR Doc. 95-21321 Filed 8-28-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent to Rule on Application to Use the Revenue From a Passenger Facility Charge (PFC) at Springfield-Branson Regional Airport, Springfield, Missouri

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 use the revenue from a PFC at Springfield-Branson 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).

DATES: Comments must be received on or before September 28, 1995.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address:

Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Robert D. Hancik, A.A.E., Director of Aviation, Springfield-Branson Regional Airport, at the following address:

Springfield-Branson Regional Airport, Route 6, Box 384-15, Springfield, Missouri 65803.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Springfield-Branson Regional Airport, under § 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Ellie Anderson, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4728. 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 use a PFC at Springfield-Branson 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 August 17, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Springfield-Branson Regional Airport, Springfield, Missouri, was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 17, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00
Charge effective date: November 1, 1993
Proposed charge expiration date: August 1, 1997

Total estimated PFC revenue: \$3,110,588

Brief description of proposed project(s):
Remove hangars and expand apron;
construct snow removal equipment

building; construct partial parallel taxiway to R02/20; rehabilitate air carrier apron.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: On-Demand Air Taxi/Commercial Operators, operating exclusively under 14 CFR Part 135 Certification.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Springfield-Branson Regional Airport.

Issued in Kansas City, Missouri on August 22, 1995.

George A. Hendon,

Manager, Airports Division, Central Region.

[FR Doc. 95-21430 Filed 8-28-95; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration

[Docket No. P-95-1W; Notice 2]

Alyeska Pipeline Service Co.; Transportation of Hazardous Liquid by Pipeline, Grant of Waiver

SUMMARY: Alyeska Pipeline Service Company (Alyeska) is being granted a waiver by the Research and Special Programs Administration (RSPA) which will amend the August 16, 1975, waiver (Docket No. Pet. 75-13W) from compliance with the coating and cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) for buried pump station and terminal insulated piping.

EFFECTIVE DATE: August 29, 1995.

FOR FURTHER INFORMATION CONTACT: L.E. Herrick, 202-366-5523 regarding the subject matter of this notice or the Dockets Branch, 202-366-5046, regarding copies of this notice or other material that is referenced herein.

SUPPLEMENTARY INFORMATION: On June 7, 1995, RSPA published a notice in the **Federal Register** (60 FR 30153, June 7, 1995) proposing to issue a waiver to Alyeska amending the existing waiver covering procedures for thermally insulated pump station and terminal piping. Public comment on the proposal was requested. No comments were received. Therefore, RSPA is granting the waiver as proposed.

Background

By letter dated November 24, 1975, Alyeska requested a waiver from compliance with the coating and

cathodic protection requirements of 49 CFR 195.238(a)(5) and 195.242(a) for thermally insulated pump station and terminal piping on the Trans-Alaska Pipeline System (TAPS). 49 CFR 195.238(a)(5) requires that each component in a hazardous liquid pipeline that is to be buried or submerged must have an external protective coating that supports any supplemental cathodic protection. In addition, if an insulating-type coating is used, it must have low moisture absorption and provide high electrical resistance. 49 CFR 195.242(a) requires that a cathodic protection system be installed for all buried or submerged hazardous liquid facilities to mitigate corrosion that might result in structural failure.

RSPA granted Alyeska this waiver on August 16, 1976, (Docket No. Pet. 75-13W) on the premise that the applied thermal insulation design would provide an equal level of corrosion protection. However, subsequent inspections of the insulated piping revealed that the annular insulation system has not been sufficiently effective in preventing external corrosion on portions of the buried piping.

Alyeska estimates 14,500 linear feet of piping was originally installed subject to the 1976 waiver. To date, Alyeska has rerouted approximately 11,000 linear feet of above-ground piping or installed cathodic protection with a design meeting the requirements of 195.238(a)(5) and 195.242(a). In general, this rerouting or repair was in areas with the greatest corrosion. For the remaining approximately 3,500 feet of below-ground insulated piping, RSPA will prohibit any further use of the thermal insulation design installed during original construction of the pipeline and to amend the waiver on the existing insulated piping with the following stipulations:

1. At Pump Station No. 1. Alyeska will install in 1995, an insulated box containing cathodic protection on approximately 450 feet of 48-inch mainline piping and will complete tie-in of the 2-inch fuel gas separator drain line. This will complete the installation of cathodic protection for all active piping at Pump Station No. 1 that is subject to 49 CFR 195.

2. At Pump Station No. 2. Alyeska will conduct annual sample inspections of approximately 220 feet of piping for injurious corrosion and will repair as required until Pump Station No. 2 is removed from service.

3. At Pump Station No. 5. The piping subject to this amendment is

approximately 1,490 feet. Alyeska will either:

A. Install insulated boxes containing cathodic protection or move the piping above-ground by December 31, 1996, or;

B. If Alyeska determines by September 1995 that Pump Station No. 5 will be removed from service prior to December 31, 1999, Alyeska will continue to perform annual sample inspections for corrosion and repair as required until Pump Station No. 5 is removed from service.

4. At the North Pole Meter Station. The North Pole Meter Station piping subject to this amendment and extension is approximately 560 feet between the 48-inch mainline and the meter building. Alyeska will either:

A. Conduct sample inspections for corrosion in 1995 and provide cathodic protection to the existing 8-inch crude supply and 6-inch residuum return piping by December 31, 1996; or

B. Upgrade the meter station connection and replace with new larger diameter piping meeting 49 CFR Part 195 requirements by December 31, 1996.

5. At transition piping at pump stations and at the Valdez Marine Terminal (VMT). The above-ground insulated piping that transitions to below-ground non-insulated piping occurs at the seven non-permafrost stations (Pump Stations No. 4 and Nos. 7-12) and the VMT. Typical repairs consist of removal of the below-ground insulation and coating, followed by replacement of the coating and the outer mechanical protective layer. Alyeska will repair and complete inspections of ten percent of the insulated transitions at each of the affected pump stations and at VMT by the end of 1995.

Inspections of ten percent of the transitions were completed at Pump Stations 4, 9, and 12 in 1994 with the following results: At PS-4, two transitions inspected with no corrosion; at PS-9, three transitions inspected, two with no corrosion and one with slight corrosion with a .065 inch pit; and at PS-12, three transitions inspected with no corrosion at two locations and less than .030 inch pitting at the other location. A total of five transitions were inspected at the VMT in 1994 (a total of five per cent) with no corrosion found at any location.

In 1995, Alyeska will conduct inspections of ten percent of the transitions at Pump Stations Nos. 7, 8, 10, and 11 and an additional five transitions at the VMT. Alyeska will continue an inspection and repair program based on the results of these and future inspections. Transition piping subject to this amendment is approximately 800 feet.