

For the Commission, by the Division of Investment Management, pursuant to delegated authority.
 Jonathan G. Katz,
Secretary.
 [FR Doc. 95-25506 Filed 10-13-95; 8:45 am]
 BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

Data Collection Available for Public Comments and Recommendations

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995, this notice announces the Small Business Administration's intentions to request an extension for a new, and/or currently approved information collection.

DATES: Comments should be submitted on or before December 15, 1995.

FOR FURTHER INFORMATION CONTACT: Jacqueline White, Management Analyst, Small Business Administration, 409 3rd Street, SW., Suite 5000, Washington, DC 20416. Phone Number: 202-205-6629. Copies of this collection can also be obtained.

SUPPLEMENTARY INFORMATION:

Title: Nomination for the Small Business Prime Contractor of the Year Award and Nomination for the Small Business Sub-Contractor of the Year Award.

OMB Control Number: 3245-0096.

Expiration Date of Approval: January 31, 1996.

Type of Request: Extension of a currently approved information collection.

Description of Respondents: Small businesses.

Burden Per Response: 4 hours.

Annual Responses: 363.

Annual Burden: 1,452.

Comments: Send all comments regarding this information collection to Lou Emma Jones, Small Business Administration, Office of Government Contracting, 409 3rd Street, SW., Suite 8800, Washington, DC 20416. Phone Number: 202-205-6460.

Send comments regarding whether this information collection is necessary for the proper performance of the function of the agency, accuracy of burden estimate, in addition to ways to minimize this estimate, and ways to enhance the quality.

Georgia Greene,

Chief, Administrative Information Branch.

[FR Doc. 95-25591 Filed 10-13-95; 8:45 am]
 BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Notice of Order Adjusting International Cargo Rate Flexibility Level

Policy Statement PS-109, implemented by Regulation ER-1322 of the Civil Aeronautics Board and adopted by the Department, established geographic zones of cargo pricing flexibility within which certain cargo rate tariffs filed by carriers would be subject to suspension only in extraordinary circumstances.

The Standard Foreign Rate Level (SFRL) for a particular market is the rate in effect on April 1, 1982, adjusted for the cost experience of the carriers in the applicable ratemaking entity. The first adjustment was effective April 1, 1983. By Order 95-7-49, the Department established the currently effective SFRL adjustments.

In establishing the SFRL for the two-month period beginning October 1, 1995, we have projected non-fuel costs based on the year ended June 30, 1995 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-10-8 cargo rates may be adjusted by the following adjustment factors over the April 1, 1982 level:

Atlantic—1.0727
 Western Hemisphere—1.0236
 Pacific—1.2106

FOR FURTHER INFORMATION CONTACT: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: October 5, 1995.

Mark L. Gerchick,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-25597 Filed 10-13-95; 8:45 am]

BILLING CODE 4910-62-P

[Docket 37554]

Notice of Order Adjusting the Standard Foreign Fare Level Index

Section 41509(e) of Title 49 of the United States Code requires that the Department, as successor to the Civil Aeronautics Board, establish a Standard Foreign Fare Level (SFFL) by adjusting the SFFL base periodically by percentage changes in actual operating costs per available seat-mile (ASM). Order 80-2-69 established the first interim SFFL, and Order 95-7-48 established the currently effective two-month SFFL applicable through September 30, 1995.

In establishing the SFFL for the two-month period beginning October 1, 1995, we have projected non-fuel costs

based on the year ended June 30, 1995 data, and have determined fuel prices on the basis of the latest available experienced monthly fuel cost levels as reported to the Department.

By Order 95-10-9 fares may be increased by the following adjustment factors over the October 1979 level:

Atlantic—1.4010
 Latin America—1.4087
 Pacific—1.5058

FOR FURTHER INFORMATION CONTACT: Keith A. Shangraw (202) 366-2439.

By the Department of Transportation: October 5, 1995.

Mark L. Gerchick,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 95-25598 Filed 10-13-95; 8:45 am]
 BILLING CODE 4910-62-P

Federal Aviation Administration

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Kenosha Regional Airport, Kenosha, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by The City of Kenosha for Kenosha Regional 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. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Kenosha Regional Airport under part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before March 25, 1996.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is September 27, 1995. The public comment period ends November 27, 1995.

FOR FURTHER INFORMATION CONTACT: John Michael Dougherty, Federal Aviation Administration, Airports District Office, room 102, 6020 28th Avenue South, Minneapolis, Minnesota 55450, (612) 725-4222. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds

that the noise exposure maps submitted for Kenosha Regional Airport are in compliance with applicable requirements of part 150, effective September 27, 1995. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before March 25, 1996. This notice also announces the availability of this program for public review and comment.

Under section 103 of title I 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 City of Kenosha submitted to the FAA on December 21, 1994, noise exposure maps, descriptions and other documentation which were produced during the FAR part 150 Noise Compatibility Study from April 1992 to December 1994. It was requested that the FAA review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, 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.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by The City of Kenosha. The specific maps under consideration are the 1992 existing Noise Exposure Map and the 1997 future Noise Exposure Map. The FAA has determined that these maps for Kenosha Regional Airport are in compliance with applicable requirements. This determination is effective on September 27, 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 detail overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator who 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 statutory required consultation has been accomplished.

The FAA has formerly received the noise compatibility program for Kenosha Regional Airport, also effective on September 27, 1995. 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 March 25, 1996.

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 617, Washington, D.C. 20591
Federal Aviation Administration, Minneapolis Airports District Office, Room 102, 6020 28th Avenue South, Minneapolis Minnesota 55450
Office of the Airport Director, Kenosha Regional Airport, 9900 52nd Street, Kenosha, Wisconsin 53144
Wisconsin Bureau of Aeronautics, State Transportation Building, Room 701, 4802 Sheboygan Avenue, Madison, Wisconsin 53707

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

Issued in Minneapolis, Minnesota, September 27, 1995.
Franklin D. Benson,
Manager, Minneapolis Airports District Office, FAA Great Lakes Region.
[FR Doc. 95-25585 Filed 10-13-95; 8:45 am]
BILLING CODE 4910-13-M

RTCA, Inc.; Special Committee 186; Automatic Dependent Surveillance—Broadcast (ADS-B)

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for Special Committee 186 meeting to be held November 1-2, 1995, beginning at 9 a.m. The meeting will be held at RTCA, Inc., 1140 Connecticut Avenue, NW., Suite 1020, Washington, DC 20036.

The agenda will include: (1) Chairman's Introductory Remarks/Review of Meeting Agenda; (2) Review and Approval of Minutes of the Previous Meeting; (3) Report of Working Group Activities: a. Working Group 1 Report (Operations Working Group); b. Working Group 2 Report (Technical Working Group); (4) Discussion of SC-186 Terms of Reference; (5) Other Business; (6) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman,