

a multiple of \$300, it shall be rounded to the nearest multiple of \$300.

Amount. The ratio of the national average wage index for 1994, \$23,753.53 as determined above, compared to that for 1992, \$22,935.42, is 1.0356702. Multiplying the 1994 "old-law" contribution and benefit base amount of \$45,000 by the ratio of 1.0356702 produces the amount of \$46,605.16 which must then be rounded to \$46,500. Because \$46,500 exceeds the current amount of \$45,300, the "old-law" contribution and benefit base is determined to be \$46,500 for 1996.

OASDI Fund Ratio

General. Section 215(i) of the Act provides for automatic cost-of-living increases in OASDI benefit amounts. This section also includes a "stabilizer" provision that can limit the automatic OASDI benefit increase under certain circumstances. If the combined assets of the OASI and DI Trust Funds, as a percentage of annual expenditures, are below a specified threshold, the automatic benefit increase is equal to the lesser of (1) the increase in the national average wage index or (2) the increase in prices. The threshold specified for the OASDI fund ratio is 20.0 percent for benefit increases for December of 1989 and later. The law also provides for subsequent "catch-up" benefit increases for beneficiaries whose previous benefit increases were affected by this provision. "Catch-up" benefit increases can occur only when trust fund assets exceed 32.0 percent of annual expenditures.

Computation. Section 215(i) specifies the computation and application of the OASDI fund ratio. The OASDI fund ratio for 1995 is the ratio of (1) the combined assets of the OASI and DI Trust Funds at the beginning of 1995 to (2) the estimated expenditures of the OASI and DI Trust Funds during 1995, excluding transfer payments between the OASI and DI Trust Funds, and reducing any transfers to the Railroad Retirement Account by any transfers from that account into either trust fund.

Ratio. The combined assets of the OASI and DI Trust Funds at the beginning of 1995 equaled \$436,385 million, and the expenditures are estimated to be \$340,194 million. Thus, the OASDI fund ratio for 1995 is 128.3 percent, which exceeds the applicable threshold of 20.0 percent. Therefore, the stabilizer provision does not affect the benefit increase for December 1995. Although the OASDI fund ratio exceeds the 32.0-percent threshold for potential "catch-up" benefit increases, no past benefit increase has been reduced under

the stabilizer provision. Thus, no "catch-up" benefit increase is required.

Domestic Employee Coverage Threshold

General. Section 2 of the "Social Security Domestic Employment Reform Act of 1994" (Pub. L. 103-387) increased the threshold for coverage of a domestic employee's wages paid per employer from \$50 per calendar quarter to \$1,000 in calendar year 1994. The new statute holds the coverage threshold at the \$1,000 level for 1995 and then increases the threshold in \$100 increments for years after 1995. The formula for increasing the threshold is provided in section 3121(x) of the Internal Revenue Code, as added by the new law.

Computation. Under the new formula, the domestic employee coverage threshold amount for 1996 shall be equal to the 1995 amount of \$1,000 multiplied by the ratio of the national average wage index for 1994 to that for 1993. The national average wage index for 1993 was previously determined to be \$23,132.67. The average wage index for 1994 is \$23,753.53 as determined above. If the amount so determined is not a multiple of \$100, it shall be rounded to the next lower multiple of \$100.

Domestic Employee Coverage Threshold Amount. The ratio of the national average wage index for 1994, \$23,753.53, compared to that for 1993, \$23,132.67, is 1.0268391. Multiplying the 1995 domestic employee coverage threshold amount of \$1,000 by the ratio of 1.0268391 produces the amount of \$1,026.84, which must then be rounded to \$1,000. Accordingly, the domestic employee coverage threshold amount is determined to be \$1,000 for 1996.

(Catalog of Federal Domestic Assistance: Program Nos. 96.001 Social Security-Disability Insurance; 96.002 Social Security-Retirement Insurance; 96.003 Social Security-Special Benefits for Persons Aged 72 and Over; 96.004 Social Security-Survivors Insurance; 96.006 Supplemental Security Income.)

Dated: October 18, 1995.

Shirley S. Chater,
Commissioner, Social Security
Administration.

[FR Doc. 95-26426 Filed 10-24-95; 8:45 am]
BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Application of Seaborne Aviation, Inc. for Certificate Authority

AGENCY: Department of Transportation.

ACTION: Notice of Order to Show Cause (Order 95-10-30), Docket 50360.

SUMMARY: The Department of Transportation is directing all interested persons to show cause why it should not issue an order finding Seaborne Aviation, Inc., fit, willing, and able and awarding it a certificate of public convenience and necessity to engage in interstate scheduled air transportation of persons, property, and mail.

DATES: Persons wishing to file objections should do so no later than November 9, 1995.

ADDRESSES: Objections and answers to objections should be filed in Docket 50360 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. Kathy Lusby Cooperstein, Air Carrier Fitness Division (X-56, Room 6401), U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-2337.

Dated: October 19, 1995.

Patrick V. Murphy,
Assistant Secretary for Aviation and
International Affairs.

[FR Doc. 95-26485 Filed 10-24-95; 8:45 am]

BILLING CODE 4910-62-U

Federal Aviation Administration

[Summary Notice No. PE-95-37]

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 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 November 14, 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.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

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 October 19, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 009SW

Petitioner: Kaman Aerospace Corporation

Sections of the FAR Affected: 14 CFR 27.1(a)

Description of Relief Sought/

Disposition: To allow Kaman Aerospace Corporation to increase the maximum gross weight of the K-1200 from 6,000 pounds to 6,500 pounds, while maintaining the original normal category rotorcraft certification.

Docket No.: 28336

Petitioner: Challenge Air Cargo, Inc.

Sections of the FAR Affected: 14 CFR 121.503(b)

Description of Relief Sought:

To permit Challenge Air Cargo, Inc., pilots to fly up to 9 hours and 15 minutes in any 24 consecutive hours, before being provided with an intervening rest period. In lieu of an extension of flight time, the petitioner proposes a reduction of its pilots' duty time from 16 hours, as allowed under § 121.505(b), to a maximum of 15 hours.

Dispositions of Petitions

Docket No.: 12656

Petitioner: DOD Policy Board on Federal Aviation

Sections of the FAR Affected: 14 CFR part 139

Description of Relief Sought/

Disposition: To extend Exemption No. 5750, which permits the issuance of FAA Airport Operating Certificates, to the extent necessary, for DOD airports equipped and operated in accordance with applicable DOD standards and procedures and that serve, or expect to serve, air carrier aircraft having a seating capacity of more than 30 passenger seats, without those airports complying with the certification and operating requirements of part 139.

Grant, September 29, 1995, Exemption No. 5750A

Docket No.: 19634

Petitioner: McDonnell Douglas, Douglas Aircraft Company

Sections of the FAR Affected: 14 CFR 121.310(d)(4)

Description of Relief Sought/

Disposition: To extend Exemption No. 3055, as amended, which permits McDonnell Douglas Model DC-8 series aircraft to operate these aircraft in passenger-carrying operations without a cockpit control device for each emergency light, subject to certain conditions. While the extension has been granted, the requested permanent exemption has not been.

Grant, September 1, 1995, Exemption No. 3055H

Docket No.: 24671

Petitioner: Bell Helicopter Textron, Inc.

Sections of the FAR Affected: 14 CFR 21.231(a)(3)

Description of Relief Sought/

Disposition: To extend Exemption No. 5257, as amended, which permits Bell Helicopter Textron, Inc., to apply for a delegation option authorization for the type, production, and airworthiness certification of transport category helicopters.

Grant, September 8, 1995, Exemption No. 5257B

Docket No.: 25559

Petitioner: Aerospace Industries

Association of America, Inc.

Sections of the FAR Affected: 14 CFR 21.182(a) and 45.11(a)

Description of Relief Sought/

Disposition: To extend Exemption No. 4913, as amended, which provides relief to manufacturers from the requirement to install the identification plate specified in the rule during the production phase of the exterior of any aircraft

manufactured for operations under parts 121, 127, or for commuter air carrier operations (as defined in part 135 or SFAR 38-2). These aircraft will be maintained under an FAA-approved continuous airworthiness maintenance program. The exemption also applies to aircraft manufactured for export and to all manufacturing activities until the aircraft title is transferred. While this exemption has been granted, it has not been done so indefinitely as requested by the petitioner.

Grant, September 8, 1995, Exemption No. 4913D

Docket No.: 25624

Petitioner: Douglas Aircraft Company

Sections of the FAR Affected: 14 CFR

121.411(a) (2), (3), and (b)(2);

121.413(b), (c), and (d); and appendix H, part 121

Description of Relief Sought/

Disposition: To extend an amendment of Exemption No. 5117, as amended, which permits certain part 121 certificate holders to contract for training by the Douglas Aircraft Company. The amendment reflects changing the petitioner's name from the "McDonnell Douglas Airplane Company" to the "Douglas Aircraft Company."

Grant, September 25, 1995, Exemption No. 5117C

Docket No.: 26523

Petitioner: Lone Star Flight Museum

Sections of the FAR Affected: 14 CFR 45.25 and 45.29

Description of Relief Sought/

Disposition: To extend Exemption No. 5344, as amended, which permits the Lone Star Flight Museum and its members to operate their historic military aircraft with 2-inch registration marks located beneath the horizontal stabilizer.

Grant, September 29, 1995, Exemption No. 5344B

Docket No.: 26831

Petitioner: Trans States Airlines, Inc.

Sections of the FAR Affected: 14 CFR 135.219, 135.221, and 135.223

Description of Relief Sought/

Disposition: To permit Trans States Airlines, Inc., to dispatch or release its part 135 aircraft to a destination or list an airport as an alternate airport even though the weather reports or forecasts contain such conditional words as "a chance of" or "occasionally."

Partial Grant, October 3, 1995, Exemption No. 6174

Docket No.: 27536

Petitioner: Western Flyers Air Service

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

Description of Relief Sought/

Disposition: To extend Exemption No. 5828, which permits Western Flyers Air Service (WFAS) to operate the following aircraft under part 135: (1) its Beechcraft Baron, Serial No. TE-63, registration No. N520T, equipped with any TSP-C74b or TSO-C74c transponder; and (2) after notifying WFAS's Principal Operations inspector, an additional aircraft that require the installation of an air traffic control transponder.

Grant, September 28, 1995, Exemption No. 5828A

Docket No.: 27948

Petitioner: E.I. du Pont de Nemours and Company

Sections of the FAR Affected: 14 CFR 61.57(d)

Description of Relief Sought/

Disposition: To permit pilots in command (PIC) employed by DuPont who have more than 4,000 hours of flight experience to maintain night takeoff and landing recency requirements through a combination of flight simulator training and actual aircraft landings over longer than normal intervals, subject to certain restrictions.

Partial Grant, October 3, 1995, Exemption No. 6185

Docket No.: 28053

Petitioner: Federal Express Corporation

Sections of the FAR Affected: 14 CFR 121.401(c), 121.433(c)(1)(iii), 121.440(a), 121.441(a)(1) and (b)(1), and appendix F, part 121

Description of Relief Sought/

Disposition: To permit Federal Express regulatory relief to the extent necessary to conduct a single visit training program (SVTP) for flight crewmembers, and eventually transition into the Advance Qualification Program (AQP) codified in SFAR 58.

Grant, September 1, 1995, Exemption No. 6152

Docket No.: 28257

Petitioner: Flight Structures, Inc.

Sections of the FAR Affected: 14 CFR 25.785(d), 25.813(b), 25.857(e), and 25.1446(c)(1) and (c)(3)(ii)

Description of Relief Sought/

Disposition: To allow the carriage of up to five supernumeraries on the main deck of an Airbus Model A300-B4-203 airplane in addition to a maximum of three flight deck occupants, for a total occupancy.

Grant, October 5, 1995, Exemption No. 6178

Docket No.: 28258

Petitioner: Atlantic Coast Airlines

Sections of the FAR Affected: 14 CFR 61.57(e), 121.433(c)(1)(iii),

121.441(a)(1) and (b)(1), and appendix F, part 121

Description of Relief Sought/

Disposition: To extend Exemption No. 5783, which permits Atlantic Coast Airlines (ACA) to conduct an FAA-monitored training program under which ACA pilots-in-command (PIC) and seconds-in-command (SIC) meet ground and flight recurrent training and proficiency check requirements through a single visit training program (SVTP), subject to certain conditions and limitations.

Grant, September 28, 1995, Exemption No. 5783A

Docket No.: 28271

Petitioner: Keys Air, Inc.

Sections of the FAR Affected: 14 CFR 135.181(a)(1)

Description of Relief Sought/

Disposition: To permit Keys Air, Inc., to operate its Cessna models C-208 and C-208B single-engine aircraft in over-the-top or instrument flight rules (IFR) conditions while conducting passenger flights under part 135.

Denial, September 11, 1995, Exemption No. 6159

Docket No.: 28291

Petitioner: Airline Crew Training, 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 allow Airline Crew Training, Inc., (ACT) without holding an air carrier operating certificate, to train a certificate holder's pilots and flight engineers (FE) in initial, transition, upgrade, differences, and recurrent training in approved simulators and in airplanes, without requiring ACT's instructor pilots to meet all the applicable training requirements of subpart N of part 121 and the employment requirements of appendix H to part 121.

Grant, September 20, 1995, Exemption No. 6165

[FR Doc. 95-26492 Filed 10-24-95; 8:45 am]

BILLING CODE 4910-13-M

[Summary Notice No. PE-95-38]**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 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 November 14, 1995.

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_____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

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, D.C. 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, D.C., on October 19, 1995.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 28335

Petitioner: Captain John B. Hainor

Section of the FAR Affected: 14 CFR 121.383(c)

Description of Relief Sought: To permit Captain Hainor to act as a pilot in operations conducted under part 121 after reaching his 60th birthday.

Dispositions of Petitions

Docket No.: 19651

Petitioner: Learjet, Inc.

Sections of the FAR Affected: 14 CFR 21.197