

shares purchased on the open market, to acquire on behalf of plan participants) and well under the Plans, from time to time through December 31, 2000: (1) The remaining shares of common stock covered under the Merger Order, consisting of 7,386,696 shares at September 1, 1995; and (2) up to an additional 15 million shares of Cinergy common stock.

Cinergy proposes to use the proceeds from sales of the Cinergy common stock for general corporate purposes, including repayment of short-term indebtedness and investments in subsidiary companies.

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

Margaret H. McFarland,  
*Deputy Secretary.*

[FR Doc. 95-26577 Filed 10-25-95; 8:45 am]

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[Release No. 35-26396]

**Filings Under the Public Utility Holding Company Act of 1935, as amended ("Act")**

October 20, 1995.

Notice is hereby given that the following filing(s) has/have been made with the Commission pursuant to provisions of the Act and rules promulgated thereunder. All interested persons are referred to the application(s) and/or declaration(s) for complete statements of the proposed transaction(s) summarized below. The application(s) and/or declaration(s) and any amendments thereto is/are available for public inspection through the Commission's Office of Public Reference.

Interested persons wishing to comment or request a hearing on the application(s) and/or declaration(s) should submit their views in writing by November 13, 1995, to the Secretary, Securities and Exchange Commission, Washington, D.C. 20549, and serve a copy on the relevant applicant(s) and/or declarant(s) at the address(es) specified below. Proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. Any request for hearing shall identify specifically the issues of fact or law that are disputed. A person who so requests will be notified of any hearing, if ordered, and will receive a copy of any notice or order issued in the matter. After said date, the application(s) and/or declaration(s), as filed or as amended, may be granted and/or permitted to become effective.

Transok, Inc., et al. (70-8519)

Transok, Inc. ("Transok"), a wholly-owned non-utility subsidiary of Central and South West Corporation ("CSW"), a registered holding company, Transok Acquisition Company ("TAC"), a wholly-owned non-utility subsidiary of Transok, and Transok Gas Transmission Company ("Transmission") and Transok Gas Gathering Company ("Gathering"), wholly-owned non-utility subsidiaries of TAC,<sup>1</sup> all located at P.O. Box 3008, Tulsa, Oklahoma 74101, have filed an application-declaration under sections 9(a), 10, 12(c) and 12(f) of the Act and rules 42, 43, 45(a) and 54 thereunder.

Applicants request authorization to merge TAC, Transmission and Gathering into Transok, with Transok being the surviving corporation.<sup>2</sup> The mergers would simplify Transok's corporate structure by eliminating one of its first-tier subsidiaries (TAC) and two of its second-tier subsidiaries (Transmission and Gathering).<sup>3</sup> As a result of the mergers, Transok will acquire all of the assets and assume all of the liabilities of TAC, Transmission and Gathering. Each outstanding share of capital stock Transok will remain unchanged with the same rights, privileges and preferences as before the mergers. Each outstanding share of capital stock of TAC, Transmission and Gathering will be cancelled and extinguished. Applicants state that they expect the mergers to produce several benefits and efficiencies, including (i) annual tax savings of approximately \$500,000; (ii) simplified and less costly internal and external accounting operations; (iii) reduced and less costly regulatory reporting and compliance requirements; (iv) reduced administrative costs; and (v) simplified and less costly contracting procedures for Transok and its customers.

Applicants also request authorization for Transok to transfer certain natural gas compression assets, as a capital contribution, to Transok Gas Processing

<sup>1</sup> In addition to Gathering and Transmission, TAC currently has two other wholly-owned non-utility subsidiaries: Transok Gas Company ("Marketing") and Transok Gas Processing Company ("Processing").

<sup>2</sup> The mergers would be accomplished in two stages: (1) the merger of TAC into Transok, with Transok being the surviving corporation, and (2) the subsequent mergers of Transmission and Gathering into Transok, with Transok being the surviving corporation.

<sup>3</sup> Transok currently has two first-tier subsidiaries, Transok Properties, Inc. ("Properties") and TAC, and, through its sole ownership of TAC, four second-tier subsidiaries: Gathering, Transmission, Processing and Marketing. After the proposed mergers are consummated, Transok will have no second-tier subsidiaries and three first-tier subsidiaries: Properties, Processing and Marketing.

Company, another of its wholly-owned subsidiaries.

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

Margaret H. McFarland,  
*Deputy Secretary.*

[FR Doc. 95-26578 Filed 10-25-95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Change to Advisory Circular 27-1, Certification of Normal Category Rotorcraft**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of issuance and availability.

**SUMMARY:** Change 4, Advisory Circular (AC) 27-1, Certification of Normal Category Rotorcraft, was issued to bring the AC up-to-date with various rule changes to 14 CFR Part 27. As part of the FAA effort to achieve national standardization in rotorcraft certification, the AC serves as a ready reference for manufacturers, modifiers, FAA design evaluation engineers, flight test engineers, and engineering flight test pilots and has been harmonized with the Joint Aviation Authority (JAA) to establish common guidance for the U.S. and for JAA member nations. The AC material has no legally binding status and must be treated as advisory only.

**DATES:** Change 4, AC 27-1, was issued by the Rotorcraft Directorate, Aircraft Certification Service, on August 18, 1995.

How to Order: A copy of Change 4, AC 27-1, may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, or from any of the Government Printing Offices located in major cities throughout the United States. Identify the publication as Change 4, AC 27-1, Certification of Normal Category Rotorcraft, Stock Number 050-007-01103-2. The cost is \$12.00 per copy. Send a check or money order, made payable to Superintendent of Documents, with your request. Requests may also be made by calling the Government Printing Office at 202-512-1800. Orders for mailing to foreign countries should include an additional \$3.00 to cover handling. No c.o.d. orders are accepted.

**FOR FURTHER INFORMATION CONTACT:** Ms. Maria Garcia, Editorial Assistant, FAA, Regulations Group, Rotorcraft

Directorate, Aircraft Certification Service, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5112, fax (817) 222-5961.

Issued in Fort Worth, Texas, on October 11, 1995.

Eric Bries,

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 95-26621 Filed 10-25-95; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Change to Advisory Circular 29-2A, Certification of Transport Category Rotorcraft

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of issuance and availability.

**SUMMARY:** Change 3, Advisory Circular (AC) 29-2A, Certification of Transport Category Rotorcraft, was issued to bring the AC up-to-date with various rule changes to 14 CFR Part 29. As part of the FAA effort to achieve national standardization in rotorcraft certification, the AC serves as a ready reference for manufacturers, modifiers, FAA design evaluation engineers, flight test engineers, and engineering flight test pilots and has been harmonized with the Joint Aviation Authority (JAA) to establish common guidance for the U.S. and for JAA member nations. The AC material has no legally binding status and must be treated as advisory only.

**DATES:** Change 3, AC 29-2A, was issued by the Rotorcraft Directorate, Aircraft Certification Service, on June 1, 1995.

**How to Order:** A copy of Change 3, AC 29-2A, may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, or from any of the Government Printing Offices located in major cities throughout the United States. Identify the publication as Change 3, AC 29-2A, Certification of Transport Category Rotorcraft, Stock Number 050-007-01104-2. The cost is \$16.00 per copy. Send a check or money order, made payable to Superintendent of Documents, with your request. Requests may also be made by calling the Government Printing Office at 202-512-1800. Orders for mailing to foreign countries should include an additional \$4.00 to cover handling. No c.o.d. orders are accepted.

**FOR FURTHER INFORMATION CONTACT:**

Ms. Maria Garcia, Editorial Assistant, FAA, Regulations Group, Rotorcraft Directorate, Aircraft Certification Service, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5112, fax (817) 222-5961.

Issued in Fort Worth, Texas, on October 11, 1995.

Eric Bries,

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

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BILLING CODE 4910-13-M

#### Noise Exposure Map Notice; McGhee-Tyson Airport, Knoxville, TN

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Metropolitan Knoxville Airport Authority for McGhee-Tyson 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 October 12, 1995.

**FOR FURTHER INFORMATION CONTACT:** Jerry O. Bowers, Airport District Office, 2851 Directors Cove, Suite #3, Memphis, TN 38131-0301, 901-544-3495.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for McGhee-Tyson Airport are in compliance with applicable requirements of Part 150, effective October 12, 1995.

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 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 proposed 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 Metropolitan Knoxville Airport Authority. The specific maps under consideration are McGhee-Tyson Airport Existing (1995) Noise Exposure Map and Future (2000) Noise Exposure Maps submission. The FAA has determined that these maps for McGhee-Tyson Airport are in compliance with applicable requirements. This determination is effective on October 12, 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 priorities 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