

to obtain funds from time to time through December 31, 1996, to finance such NGV Activities through the sale of shares of TVC common stock, \$25 par value, to Columbia at or above par value, and the sale of shares of TNGV Common Stock, \$25 par value, to TVC at or above par value provided that the aggregate amount of funds obtained by TVC from Columbia, and by TNGV from TVC, outstanding at any one time for NGV Activities shall not exceed \$7 million.

In the event that a wholly owned limited purpose subsidiary corporation of TNGV is established to engage in the NGV Activities through a non-corporate entity, such subsidiary will have mirror-image authorizations and obligations of TNGV under this filing as such relate to the relevant investment, with TNGV functioning as "passthrough" with regard to its indirect financing of the entity.

#### **Eastern Utilities Associates, et al. (70-8609)**

Eastern Utilities Associates ("EUA"), a registered holding company, and its direct subsidiary companies, Eastern Edison Company, EUA Cogenex Corporation, P.O. Box 2333, Boston, Massachusetts 02107, EUA Service Corporation, P.O. Box 543, West Bridgewater, Massachusetts 02379, and Newport Electric Corporation, 12 Turner Road, Middletown, Rhode Island 02840, and its indirect subsidiary companies, Montaup Electric Company, P.O. Box 2333, Boston, Massachusetts 02107, TransCapacity Limited Partnership, 2 Corporate Place 128, Suite 101, Wakefield, Massachusetts 01880, and Blackstone Valley Electric Company, Washington Highway, Lincoln, Rhode Island 02865 (collectively "Subsidiaries") have filed an application-declaration under Sections 6(a), 7, 9(a) and 10 of the Act and Rule 54 thereunder.

By Order dated March 8, 1991, (HCAR No. 25269) ("1991 Order"), EUA and certain of its subsidiaries were authorized, among other things, to contribute up to 200,000 common shares of EUA, \$5.00 par value per share ("Common Shares"), or cash for the purchase thereof, to the Eastern Utilities Associates Employees' Savings Plan ("Plan"), through December 15, 1995. The Common Shares issued to the Plan may be: (1) Authorized but unissued shares issued to the Plan by EUA; (2) purchased on the open market; or (3) purchase shares from EUA. Whenever cash contributions to the Plan by EUA or the participating subsidiary companies are used to purchase Common Shares from EUA, the

proceeds are added to the general funds of EUA and may be used for, among other corporate purposes, the payment or prepayment of outstanding short-term indebtedness.

The number of Common Shares available under the 1991 Order is now expected to be depleted by July 1995. Therefore, EUA and the Subsidiaries now propose to contribute an additional 150,000 common shares of EUA or cash to purchase such number of shares for the Plan, through December 15, 1997 under the terms and conditions authorized in the 1994 Order.

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

**Margaret H. McFarland,**

*Deputy Secretary.*

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#### **SMALL BUSINESS ADMINISTRATION**

##### **Investment Advisory Council Privatization Committee; Public Meeting**

The U.S. Small Business Investment Advisory Council, Privatization Committee, will hold a public meeting from 9 a.m. to 3 p.m. on Tuesday, April 25, 1995, at the Office of Pat Cloherty, President, Patricof & Co. Ventures, located at 445 Park Avenue, New York, NY 10022, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Saunders Miller, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20426, (202) 205-6510.

Dated: April 17, 1995.

**Dorothy A. Overall,**

*Director, Office of Advisory Councils.*

[FR Doc. 95-9860 Filed 4-20-95; 8:45 am]

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##### **Investment Advisory Council; Public Meeting**

The U.S. Small Business Investment Advisory Council will hold a public meeting from 10 a.m. to 3 p.m. on Monday, April 24, 1995, at the ANA Hotel, located at 2900 M Street, NW., Washington, DC, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Ed Cleveland, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20426, (202) 205-6510.

Dated: April 17, 1995.

**Dorothy A. Overall,**

*Director, Office of Advisory Councils.*

[FR Doc. 95-9861 Filed 4-20-95; 8:45 am]

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#### **DEPARTMENT OF TRANSPORTATION**

##### **Office of the Secretary**

[Docket No. 50295]

##### **Exemption for Government Aircraft Owners and Operators**

**AGENCY:** Department of Transportation, Office of the Secretary.

**ACTION:** Notice of Order.

**SUMMARY:** The Department of Transportation issued Order 95-4-28 on April 17, 1995, granting an exemption from the requirements of 49 U.S.C. 41102 to the extent necessary to allow all owners and operators of government aircraft to provide not-for-hire, cost-reimbursable transportation incidental to official government business. This order was issued pursuant to 49 U.S.C. 40113.

**FOR FURTHER INFORMATION CONTACT:** Patricia L. Thomas, Chief, Air Carrier Fitness Division, X-56, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

**SUPPLEMENTARY INFORMATION:** The following is the Department's Order 95-4-28, dated April 17, 1995.

Dated: April 17, 1995.

**Patrick V. Murphy,**

*Acting Assistant Secretary for Aviation and International Affairs.*

In the matter of Government Aircraft Owners and Operators exemption from 49 U.S.C. 41102.

##### **Order Granting Exemption**

Recent amendments to section 40102 of Title 49 of the United States Code require that certain aircraft owned by or operated for government entities now comply with additional safety-related air carrier certification and operating regulations of the Federal Aviation Administration ("FAA").<sup>1</sup> Those FAA regulations require, among other things, that such operators also obtain any applicable air carrier economic authority under 49 U.S.C. 41102.<sup>2</sup> Confusion among some government aircraft owners and operators has arisen concerning the effect on them, if any, of the statutory amendments on

<sup>1</sup> Those amendments—which are contained in the Independent Safety Board Act of 1994, Pub. L. 103-411—relate to safety only and make no changes to the Department's statutory authority or rules relating to the economic regulation of air carriers.

<sup>2</sup> See, e.g., 14 CFR 135.13(a)(3).