

memorandum setting forth the basis for this representation.

8. Applicants further represent that each Separate Account, and other separate accounts established in the future, will invest only in underlying funds which have undertaken to have a board of directors/trustees, a majority of whom are not interested persons of any such funds, formulate and approve any plan under Rule 12b-1 under the 1940 Act to finance distribution expenses.

Applicants' Conclusion

Applicants assert that, for the reasons and upon the facts set forth above, the requested exemptions from Sections 26(a)(2)(C) and 27(c)(2) of the 1940 Act are necessary and appropriate in the public interest and consistent with the protection of investors and the purposes fairly intended by the policies and provisions of the 1940 Act.

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

Margaret H. McFarland,
Deputy Secretary.

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DEPARTMENT OF STATE

[Public Notice 2191]

Notice Convening an Accountability Review Board for the Attack on the Consulate Shuttle Bus in Karachi in Which Two Americans Were Killed

Pursuant to section 301 of the Omnibus Diplomatic Security and Antiterrorism Act of 1986 (22 U.S.C. 4831 *et seq.*), I have determined that the March 8, 1995, terrorist attack on the Consulate shuttle bus in Karachi, Pakistan, involved loss of life related to a U.S. mission abroad. Therefore, I am convening an Accountability Review Board, as required by that statute, to examine the facts and circumstances of the attack and report to me such findings and recommendations as it deems appropriate, in keeping with the attached mandate.

I have appointed former Ambassador Jane Coon as chairperson of the board. She will be assisted by former Ambassador Peter Sebastian, former Ambassador Peter Moffat, Mr. James Higham, and Mr. George Murphy. Mr. Douglas Watson will act as Executive Secretary. The members will bring to their deliberations distinguished backgrounds in government service and private life.

I have asked the Board to submit its conclusions and recommendations to

the Secretary within sixty days of its first meeting, unless the Chairperson determines a need for additional time. Appropriate action will be taken and reports submitted to Congress on any recommendations made by the board.

Anyone with information relevant to the board's examination of this incident should contact the board promptly on (202) 647-9403.

Strobe Talbott,

Deputy Secretary of State.

[FR Doc. 95-10438 Filed 4-27-95; 8:45 am]
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[Public Notice 2196]

Bureau of Consular Affairs; Visa Office Meeting of U.S. Government Regulators and Outside Interested Parties; Notice

SUMMARY: Pursuant to a Presidential directive, agencies of the U.S. government are convening meetings of the government regulators with representatives of groups whose activities are so regulated. The Visa Office of the State Department will hold such a meeting on May 23, 1995.

FOR FURTHER INFORMATION CONTACT: Stephen K. Fischel, Chief, Legislation and Regulations Division, Visa Office, Department of State, Washington, D.C. 20522-0113; (PHONE) (202) 663-1204; (FAX) (202) 663-3898.

DATES: Interested parties are requested to communicate with the Visa Office by letter addressed to Stephen K. Fischel, Chief, Legislation and Regulations Division, Visa Office, (phone) (202) 663-1204; (FAX) (202) 663-3898 to make reservations for the meeting.

SUPPLEMENTARY INFORMATION: The purpose of the meeting is to discuss means of establishing better communication between those performing the visa function and interested parties. Additionally, as the Visa Office is in the process of preparing regulations to revamp the immigrant visa form under section 222(a) of the Immigration and Nationality Act pursuant to section 205 of the Immigration and Nationality Technical Corrections Act of 1994, Pub. L. 103-416, comments will be solicited from the participants in this regard. Persons interested in attending the meeting should FAX or telephone the Visa Office two weeks prior to the meeting to indicate their interest in attending. A letter confirming your interest in participating in the meeting, addressed to Stephen K. Fischel, Chief, Legislation and Regulations Division, Visa Office, Department of State, Washington, D.C. 20522-0113; (phone) (202) 663-1204;

(FAX); (202) 663-3898, must be received two weeks prior to the meeting to make reservations for the meeting. Letters may be faxed to ensure timely receipt. The Visa Office will confirm your participation and provide the time and location of the meeting. The number of representatives per group will be determined by the number of persons responding to this notice.

Dated: April 24, 1995.

Mary A. Ryan,

Assistant Secretary for Consular Affairs.

[FR Doc. 95-10500 Filed 4-27-95; 8:45 am]
BILLING CODE 4710-06-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program; General Mitchell International Airport Milwaukee, WI

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by Milwaukee County 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. These findings are made in recognition of the description of federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On September 23, 1994 the FAA determined that the noise exposure maps submitted by Milwaukee County under part 150 were in compliance with applicable requirements. On March 22, 1995, the Administrator approved the General Mitchell International Airport noise compatibility program. Most of the recommendations of the program were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the General Mitchell International Airport noise compatibility program is March 22, 1995.

FOR FURTHER INFORMATION CONTACT: William J. Flanagan, Federal Aviation Administration, Airports District Office, room 102, 6020 28th Avenue South, Minneapolis, Minnesota 55450, (612) 725-4463. Documents reflecting this FAA action may be reviewed at this location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for General

Mitchell International Airport, effective March 22, 1995.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program that sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR part 150 program recommendations is measured according to the standards expressed in part 150 and the Act and is limited to the following determinations:

- a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR part 150;
- b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;
- c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and
- d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by

itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Minneapolis-Airports District Office in Minneapolis, Minnesota.

Milwaukee County submitted to the FAA on December 2, 1993 the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 1989 through December 1993. The General Mitchell International Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on September 23, 1994. Notice of this determination was published in the Federal Register on October 13, 1994.

The General Mitchell International Airport study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on September 23, 1994 and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained thirty-two (32) proposed actions for noise mitigation on and off the Airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator for Airports effective March 22, 1995.

Outright approval was granted for twenty-seven (27) of the specific program elements. The five (5) out of nine (9) noise abatement measures approved included new departure

procedures and purchase of an engine runup noise suppresser. The fifteen (15) out of sixteen (16) land use measures approved included amendments to zoning regulations, amendments to subdivision regulations, amendments to building codes, amendments to land use plans, preparation of economic development/redevelopment plans, land acquisition, sound insulation of homes, schools, churches and a nursing home, easement acquisitions and a sales assistance program. All seven (7) of the continuing program measures were approved. They included publication of noise abatement procedures, a noise complaint response system, monitoring of aircraft activity and fleet conversion, development of a flight tracking and noise monitoring system, evaluating and updating the NCP and establishment of a noise abatement and mitigation staff.

The one (1) land use measure that was partially approved included acquisition of scattered homes within runway protection zones and DNL 70 contour. The portion removed from approval was the acquisition of vacant lots, pending demonstration at time of acquisition, the property is still within the DNL 65 and has either been or is in imminent danger of being developed incompatibly.

The four (4) noise abatement measures that were disapproved included revision of the informal runway use program and noise abatement departure procedures. The revised informal runway use program resulted in an overall net increase of persons affected by significant noise. The departure procedure encouraging continued use of engine thrust-back techniques was disapproved pending receipt of additional information on the specific proposed procedure for each runway as described in Advisory Circular 91-53A and the resulting noise benefits. The departure procedures from runway 19R using installation of a DME and VOR to define left turns at 2 DME (a point over the departure end of 19R) onto a noise abatement flight track until 4 DME was disapproved as an unsafe operation because it required a turn in close proximity to the ground.

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on March 22, 1995. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the airport administrative offices of Milwaukee County.

Issued in Minneapolis, Minnesota on April 17, 1995.

Franklin D. Benson,

Manager, Minneapolis Airports District Office, FAA Great Lakes Region.

[FR Doc. 95-10513 Filed 4-27-95; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: This notice announces a meeting to solicit information from the aviation maintenance community concerning maintenance, preventive maintenance, rebuilding and alteration, and inspection of certain aircraft. The information is requested to assist the Aviation Rulemaking Advisory Committee (ARAC) in its deliberations.

DATES: The meeting will be held on May 11, 1995, from 1 p.m. until 5 p.m.

ADDRESSES: The meeting will be held at Dr. Albert Sabin, Cincinnati Convention Center, Cincinnati, Ohio.

FOR FURTHER INFORMATION CONTACT: Ms. Christine Leonard, Professional Aviation Maintenance Association, 1008 Russell Lane, West Chester, PA 19382; telephone (610) 399-1744.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. app. II), notice is hereby given of a meeting to solicit information from the aviation maintenance community concerning maintenance, preventive maintenance, rebuilding and alteration, and inspection of certain aircraft. The information is requested to assist the Aviation Rulemaking Advisory Committee in its deliberations with regard to a task assigned to ARAC by the Federal Aviation Administration.

Specifically, the task is as follows:

Review Title 14 Code of Federal Regulations, parts 43 and 91, and supporting policy and guidance material for the purpose of determining the course of action to be taken for rulemaking and/or policy relative to the issue of general aviation aircraft inspection and maintenance, specifically § 91.409, part 43, and Appendices A and D of part 43. In your review, consider any inspection and maintenance initiatives underway throughout the aviation industry affecting general aviation with a maximum certificated takeoff weight of 12,500 pounds or less. Also consider ongoing initiatives in the areas of: Maintenance recordkeeping; research

and development; the age of the current aircraft fleet; harmonization; the true cost of inspection versus maintenance; and changes in technology.

Attendance is open to the interested public but may be limited to the space available. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the meeting coordinator listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC, on April 25, 1995.

Dennis H. Piotrowski,

Acting Assistant Executive Director, Air Carrier/General Aviation Maintenance Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-10512 Filed 4-27-95; 8:45 am]

BILLING CODE 4910-13-M

Research and Special Programs Administration

[Notice No. 95-7]

Use of Post-Consumer Recycled Plastic Material in the Manufacture of New Plastic Drums: Request for Comments

AGENCY: Research and Special Programs Administration (RSPA), DOT.

ACTION: Request for comments.

SUMMARY: RSPA is soliciting comments on a request for approval for the limited use of post-consumer recycled plastic material in the manufacture of new plastic drums. The Hazardous Materials Regulations (HMR) prohibit used plastic material, other than production residues or regrind from the same manufacturing process, in the manufacture of new plastic drums. Because of the general applicability and future effect of such an approval, RSPA is seeking comment on the merits of the request from other interested parties.

DATES: Comments are requested on or before June 30, 1995.

ADDRESSES: Request copies of this request for approval from, and address comments to, the Dockets Unit (DHM-30), Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590-0001. Comments should identify the notice number and be submitted, when possible, in five copies. Persons wishing to receive confirmation of receipt of their comments should include a self-addressed stamped postcard. The Dockets Unit is located in Room 8421 of the Nassif Building, 400

Seventh Street, SW., Washington, D.C. Public dockets may be reviewed between the hours of 8:30 a.m. to 5 p.m. Monday through Friday, except for Federal holidays.

FOR FURTHER INFORMATION CONTACT: Christine Whitney, Office of Hazardous Materials Exemptions and Approvals, telephone (202) 366-4512, or Susan Murphy, Office of Hazardous Materials Technology, telephone (202) 366-4545, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

SUPPLEMENTARY INFORMATION: The Hazardous Materials Regulations have historically prohibited used plastic material, other than production residues or regrind from the same manufacturing process, in the manufacture of new plastic drums for hazardous materials transportation. The use of post-consumer recycled plastic in packaging for hazardous materials raises three concerns. First, the contents of a plastic packaging permeate into the plastic. Materials that have permeated into post-consumer recycled plastic could be incompatible with materials subsequently placed in a packaging made from the post-consumer recycled material. Second, in comparison with virgin polyethylene resin, post-consumer recycled plastic may have inferior strength characteristics. Third, use of post-consumer recycled plastic for the construction of hazardous materials packaging requires rigorous quality assurance control of the post-consumer recycled material. General application of such control measures to plastic packaging has not been practicable.

Due to environmental concerns, packaging manufacturers are coming under increased pressures to use recycled materials in manufacturing new packaging. The HMR, in 49 CFR 178.601(h), state that a packaging having specifications different from those in §§ 178.504-178.523 may be used if approved by the Associate Administrator for Hazardous Materials Safety. RSPA has received a request for an approval for the manufacture of plastic drums which do not meet the specifications of § 178.509, because the drums would be constructed, in part, from post-consumer recycled plastic. Use of the drums would be limited to transportation of hazardous waste for disposal.

RSPA is requesting comments in response to the following questions:

1. Should RSPA authorize the limited use of recycled (post-consumer) plastic in the manufacture of new drums?