

under section 6(c). First, interests in the issuer should be sold only to persons for whom investments in limited profit, essentially tax-shelter, investments would not be unsuitable. Second, requirements for fair dealing by the general partner of the issuer with the limited partners of the issuer should be included in the basic organizational documents of the company.

6. Applicants state, among other considerations, that the suitability standards set forth in the Memorandum, the requirements for fair dealing provided by the Partnership Agreement, and pertinent governmental regulations imposed on each Property Partnership by various Federal, state, and local agencies provide protection to Unitholders comparable to that provided by the Act. In addition, applicants assert that the requested exemption is both necessary and appropriate in the public interest.

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

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 96-1639 Filed 1-29-96; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Aviation Proceedings; Agreements Filed During the Week Ending January 19, 1996

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C 412 and 414. Answers may be filed within 21 days of date of filing.

Docket Number: OST-96-1004.

Date filed: January 18, 1996.

Parties: Members of the International Air Transport Association.

Subject: Application of IATA for Renewal of DOT Approval of Procedures Permitting Third Parties to Participate as Technical Advisers in Working Group Sessions of the Billing and Settlement Plan.

Paulette V. Twine,

Chief Documentary Services Division.

[FR Doc. 96-1619 Filed 1-29-96; 8:45 am]

BILLING CODE 4910-62-P

Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ending January 19, 1996

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier

Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers Conforming Applications or Motions to modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order a tentative order or in appropriate cases a final order without further proceedings.

Docket Number: OST-96-1011.

Date filed: January 19, 1996.

Due Date for Answers Conforming Applications or Motions to Modify Scope: February 16, 1996.

Description: Application of Excalibur Airways Limited pursuant to 49 U.S.C. 41301, applies for a foreign air carrier permit to engage in the foreign charter air transportation of persons property and mail as follows:

- Between any point or points in the United Kingdom and any point or points in the United States either directly or via intermediate or beyond points in other countries with or without stopovers;
- Between any point or points in the United States and any point or points not in the United Kingdom or the United States; and
- Any other charter flights authorized pursuant to Part 212 of the Department's regulations.

Paulette V. Twine,

Chief, Documentary Services Division.

[FR Doc. 96-1620 Filed 1-29-96; 8:45 am]

BILLING CODE 4910-62-M

Operations by Canadian and Mexican Specialty Air Service Operators

AGENCY: Office of the Secretary, Department of Transportation.

ACTION: Order to Show Cause, Docket OST-96-1021, Order 96-1-28.

SUMMARY: The Department is inviting comments on its tentative decision to grant Canadian and Mexican "specialty air service" operators a blanket foreign aircraft permit under 14 CFR Part 375 to conduct such operations in the United States, to the extent the operations covered under the North American Free Trade Agreement (NAFTA). The specific specialty air services involved are: aerial mapping, aerial surveying, aerial photography, forest fire management, fire fighting, aerial advertising, glider towing, parachute jumping, aerial construction, heli-logging, aerial sightseeing, flight training, aerial inspection and surveillance, and aerial spraying services. NAFTA provides for

the operation of these services on a phase-in basis, with coverage for some services already effective, and coverage for others becoming effective at various times through January 1, 2000. The blanket foreign aircraft permit the Department proposes would remove the present requirement that operators obtain prior Department approval, on a contract-by-contract basis, before conducting those specialty air services that are provided for and for which coverage has become effective under NAFTA. The authority would be subject to each operator's compliance with applicable regulations and procedures of the Federal Aviation Administration, and would be effective until further order of the Department.

DATES: Objections to the issuance of a final order in this proceeding are due: February 7, 1996. If objections are filed, answers to objections are due: February 14, 1996. Persons filing pleadings should contact the Department's Foreign Air Carrier Licensing Division at the telephone number listed below for a list of persons to be served with objections and answers to objections.

ADDRESSES: All documents in this proceeding, with appropriate filing copies, should be filed in Docket OST-96-1021, addressed to Central Docket Management Facility, U.S. Department of Transportation, Room PL401, 400 Seventh Street SW., Washington, D.C. 20590.

FOR FURTHER INFORMATION CONTACT: George Wellington, Foreign Air Carrier Licensing Division, U.S. Department of Transportation, Room 6412, 400 Seventh Street, SW., Washington, DC. 20590. Telephone (202) 366-2391.

Dated: January 24, 1996.

Mark L. Gerchick,

Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-1655 Filed 1-29-96; 8:45 am]

BILLING CODE 4910-62-P

Coast Guard

[CGD 95-074]

Oil Spill Removal Organization Classification Guidelines

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has developed revised Oil Spill Removal Organization (OSRO) guidelines to facilitate the preparation and approval of facility or vessel response plans required under the Oil Pollution Act. The revised OSRO guidelines make

fundamental changes in the Coast Guard's OSRO classification process.

The OSRO guidelines replace Navigation and Vessel Circular (NVIC) 12-92, Guidelines for the Classification and Inspection of Oil Spill Removal Organizations. This notice announces the availability of the revised OSRO guidelines.

EFFECTIVE DATE: The revised OSRO guidelines are effective December 28, 1995.

ADDRESSES: Copies of the revised OSRO guidelines may be obtained by contacting the National Maritime Center at (703) 235-0018. Facsimile requests should be sent to (703) 235-1062 and written requests should be addressed to: Publications, National Maritime Center, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1804. The document is also available through the World Wide Web at: <http://www.starsoftware.com/uscgmmc/nmc/>

FOR FURTHER INFORMATION CONTACT: Specific questions regarding the revised OSRO guidelines should be directed to LT Terry Hoover, Response Division (G-MRO), U.S. Coast Guard, 2100 Second Street SW., Washington, DC, 20593-0001, telephone (202) 267-0448.

Dated: January 24, 1996.

J. C. Card,

Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Safety, Security and Environmental Protection.

[FR Doc. 96-1758 Filed 1-29-96; 8:45 am]

BILLING CODE 4910-14-M

Federal Aviation Administration

Approval of the Noise Compatibility Program for Glendale Municipal Airport, Glendale, Arizona

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program for the Glendale Municipal Airport, submitted by the city of Glendale, Arizona, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") 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 July 5, 1994, the FAA determined that the Noise Exposure Maps, submitted by the city under 14 CFR Part 150, were in compliance with applicable requirements. On December

27, 1995, the Associate Administrator for Airports approved the Noise Compatibility Program for Glendale Municipal Airport. All sixteen (16) proposed noise abatement, land use management and program management measures were approved.

EFFECTIVE DATE: The effective date of the FAA's approval of the Noise Compatibility Program for Glendale Municipal Airport is December 27, 1995.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, Environmental Protection Specialist, Airport Division, AWP-611.2, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone number: (310) 725-3615. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval of the Noise Compatibility Program for Glendale Municipal Airport, effective December 27, 1995. Under Section 104(a) of the Aviation Safety and the 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 which 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 non compatible 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 navigable airspace and air traffic control 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 implementation 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 under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The city of Glendale submitted to the FAA on May 12, 1994, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from October 5, 1993 through January 12, 1995. The Glendale Municipal Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on July 5, 1994. Notice of this determination was published in the Federal Register on July 26, 1994.

The Glendale Municipal Airport study contained 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 1999. It