

including, but not limited to: (a) the relative past growth or decline in assets and performance of each fund; (b) the future prospects for growth and performance of each fund, whether or not they are reorganized; (c) the compatibility of the funds' respective investment objectives, policies, restrictions, and portfolios; (d) the shareholder services of each fund; and (e) the relative expense ratios of each fund and the likely effect of the reorganization on the expense ratio of each fund.

3. On April 28, 1995, applicant filed a Form N-14 with the SEC that contained preliminary copies of proxy materials. On June 1, 1995, applicant distributed proxy materials to its shareholders. On June 2, 1995, definitive proxy materials were filed with the SEC. At a meeting held on June 26, 1995, applicant's shareholders approved the reorganization.

4. As of June 28, 1995 (the "Closing Date"), applicant has 760,094 shares of beneficial interest outstanding with an aggregate and per share net asset value of \$9,039,350 and \$11.89, respectively. On the Closing Date, applicant transferred all of its assets and liabilities to The Bond Fund For Growth in exchange for a *pro rata* distribution of shares of beneficial interest of The Bond Fund For Growth.

5. Each of applicant's shareholders received, in exchange for his or her shares in applicant, shares of beneficial interest of The Bond Fund For Growth having a net asset value equal to the aggregate net asset value of his or her shares in applicant as of the Closing Date.

6. Applicant will bear certain expenses of the reorganization such as printing, mailing and proxy solicitation expenses, legal fees, and audit and tax consulting fees in an amount up to \$16,150. Any expenses beyond this amount will be borne by Fielding Management Company, Inc., applicant's investment adviser.

7. As of the date of the application, applicant had no shareholders, assets, or liabilities. Applicant is not a party to any litigation or administrative proceeding. Applicant is neither engaged in nor proposes to engage in any business activities other than those necessary for the winding-up of its affairs.

8. Applicant will terminate its existence as a New York corporation.

For the SEC, by the Division of Investment Management, under delegated authority.  
Margaret H. McFarland,  
*Deputy Secretary.*

[FR Doc. 95-27484 Filed 11-6-95; 8:45 am]

BILLING CODE 8010-01-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Aviation Rulemaking Advisory Committee Meeting

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

**ACTION:** Notice of public meeting.

**SUMMARY:** This notice announces a public meeting of the FAA's Aviation Rulemaking Advisory Committee to discuss rotorcraft issues, current rulemaking actions, and future activities and plans.

**DATES:** The meeting will be held on November 14, 1995, 1 p.m.-5 p.m. Arrange for oral presentations by November 9, 1995.

**ADDRESSES:** The meeting will be held at Helicopter Association International, 1635 Prince Street, Alexandria, VA 22314-2818.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Herber, Office of Rulemaking, Aircraft & Airport Rules Division, ARM-200, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3498.

**SUPPLEMENTARY INFORMATION:** The referenced meeting is announced pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II). The agenda will include.

1. Remarks by the Chair of the Aviation Rulemaking (ARAC) Advisory Committee.
2. Presentation of the status report on the final rules resulting from the ARAC recommendations on "Occupant Protection" Notice of Proposed Rulemaking (NPRM) 94-8 (59 FR 17156) and "Rotorcraft Regulatory Changes Based on European Joint Airworthiness Requirements" NPRM 94-36 (59 FR 67068).
3. Presentation of the status report on each of the tasks listed below and presentation of the "Work Plan" and the "Concept Brief" for the pertinent tasks for approval:
  - a. Harmonization of Miscellaneous Rotorcraft Regulations.
  - b. Critical parts.
  - c. Performance and Handling Qualities Requirements.
  - d. Normal Category Gross Weight & Passenger Issues
4. Presentation of the rulemaking recommendation of the Class D External Load Working Group for approval.

Copies of the documents relating to item 3 (pertinent "Work Plans" and

"Concept Briefs") and item 4 above will be available in the conference room at 9 a.m. on the date of the meeting for review.

Attendance is open to the public but will be limited to the space available. The public must make arrangements by November 9, 1995, to present oral statements at the meeting. Written statements may be presented to the committee at any time by providing 16 copies to the Assistant Chair or by providing the copies to him at the meeting. In addition, sign and oral interpretation, as well as a listening device, can be made available at the meeting if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, DC, on October 17, 1995.

Chris A. Christie,

*Executive Director, Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-27572 Filed 11-6-95; 8:45 am]

BILLING CODE 4910-13-M

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Lambert-St. Louis International Airport, St. Louis, MO

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

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Lambert-St. Louis International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before December 7, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Central Region, Airports Division, 601 E. 12th Street, Kansas City, MO 64106.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Col. Leonard L. Griggs, Jr., Director of Airports, Lambert-St. Louis International Airport, at the following address: City of St. Louis Airport

Authority, P.O. Box 10212, St. Louis, Missouri 63145.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of St. Louis Airport Authority, Lambert-St. Louis International Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Lorna K. Sandridge, PFC Coordinator, FAA, Central Region, 601 E. 12th Street, Kansas City, MO 64106, (816) 426-4730. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at the Lambert-St. Louis International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On October 24, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of St. Louis Airport Authority, St. Louis, Missouri, was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than January 28, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00  
Proposed charge effective date: April, 1996

Proposed charge expiration date: June, 1998

Total estimated PFC revenue:  
\$80,645,538

Brief description of proposed project(s): Airport Noise Land Acquisition/Relocation Program (Phase II); Obstruction Removal—Washington Park Cemetery (Phase II); East Terminal Expansion (Phase II); High Speed Exits off Runway 12L/30R; Differential Global Positioning System for Nonprecision Approaches; Main Terminal Restroom Rehabilitation; Family Assistance Center at Gate 63; Fire Alarm System Upgrade; Asbuilt Drawings for Fire Protection System; Air Handler Unit Phase Protection Installation; Air Traffic Control Tower Airfield Lighting Controls Installation; Terminal Seismic Risk Reduction Study; Installation of Canopies for Exits 6 and 14; Traffic Distribution Modification—Main Terminal; Installation of 800 MHz Radio Communication System (Phases II, III and IV); Construct Taxiway Connector from Runway 12R/30L to Taxiway P; "C" Taxiway Connector Construction;

Security Card Access System Installation; East Apron II-B and Glycol Recovery System Construction; Construct West Apron at Taxiway D; Concourse B & C Connector Construction; Federal Inspection Services Vertical Transportation Installation; Airport Flight Information Display Signage System Installation in the Gate Area.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Lambert-St. Louis International Airport.

Issued in Kansas City, Missouri on October 24, 1995.

George A. Hendon,

Manager, Airports Division Central Region.

[FR Doc. 95-27555 Filed 11-6-95; 8:45 am]

**BILLING CODE 4910-13-M**

### Federal Highway Administration

[FHWA Docket No. MC-89-10]

#### Inspection, Repair, and Maintenance; Periodic Inspection of Commercial Motor Vehicles

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice to motor carriers on State periodic inspection programs.

**SUMMARY:** This notice adds the periodic inspection (PI) program of the State of Connecticut to the list of programs which are comparable to, or as effective as, the PI requirements contained in the Federal Motor Carrier Safety Regulations (FMCSRs). The FHWA has published a list of such programs in the Federal Register, and this list has been revised occasionally. Including Connecticut, there are 22 States, the Alabama Liquefied Petroleum Gas Board, the District of Columbia, 10 Canadian Provinces, and one Canadian Territory that have PI programs which the FHWA has determined to be comparable to, or as effective as, the Federal PI requirements.

**DATES:** This docket will remain open until further notice.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. MC-89-10, Room 4232, HCC-10, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 8:30 a.m. to 3:30 p.m., e.t., Monday

through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Larry W. Minor, Office of Motor Carrier Standards, HCS-10, (202) 366-4009; or Mr. Charles Medalen, Office of the Chief Counsel, HCC-20, (202) 366-1354, Federal Highway Administration, 400 Seventh Street SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Section 210 of the Motor Carrier Safety Act of 1984 (49 U.S.C. 31142) (the Act) requires the Secretary of Transportation to prescribe standards for annual or more frequent inspection of commercial motor vehicles (CMVs) unless the Secretary finds that another inspection system is as effective as an annual or more frequent inspection. On December 7, 1988, in response to the Act, the FHWA published a final rule amending part 396 of the Federal Motor Carrier Safety Regulations, entitled Inspection, Repair, and Maintenance (53 FR 49402). That final rule requires that CMVs operating in interstate commerce be inspected at least once a year. The inspection is to be based on Federal inspection standards, or a State inspection program determined by the FHWA to be comparable to, or as effective as, the Federal standards. Accordingly, if the FHWA determines that a State's PI program is comparable to, or as effective as, the requirements of part 396, then a motor carrier must ensure that any of its CMVs which are required by that State to be inspected through the State's inspection program are so inspected. If a State does not have such a program, the motor carrier is responsible for ensuring that its CMVs are inspected using one of the alternatives included in the final rule.

On March 16, 1989, the FHWA published a notice in the Federal Register which requested States and other interested parties to identify and provide information on the CMV inspection programs in their States (54 FR 11020). Upon review of the information submitted, the FHWA published a list of State inspection programs which were determined to be comparable to the Federal PI requirements (54 FR 50726, December 8, 1989). This initial list included 15 States and the District of Columbia. The list was revised on September 23, 1991, to include the inspection programs of the Alabama Liquefied Petroleum Gas (LPG) Board, California, Hawaii, Louisiana, Minnesota, all of the