

An airport operator who has submitted noise exposure 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 proposes 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 Kern County, California. The specific maps under consideration are the 1993 and 1998 Noise Exposure Maps (Figure 9 and 10, respectively) located in page 3-22 and 4-8 in the submission. The FAA has determined that these maps for Meadows Field are in compliance with applicable requirements. This determination is effective on April 14, 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 the program.

If questions arise concerning the precise relationship of specific properties 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 and acceptance 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

consultation required by statute has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, SW., Room
617, Washington, D.C. 20591
Federal Aviation Administration,
Western-Pacific Region, Airports
Division, Room 3012, 15000 Aviation
Boulevard, Hawthorne, California
90261

Mr. David Price III, Director, Kern
County Department of Airports, 1401
Skyway Drive, Suite 200, Bakersfield,
California 93308-1697

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on April
14, 1995.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

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BILLING CODE 4910-13-M

RTCA, Inc., Free Flight Task Force; Meeting

Pursuant to section 10(A)(2) of the Federal Advisory Committee Act (P.L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for the first meeting of a Free Flight Task Force to be held at 9 a.m. on Wednesday, May 17, and Thursday, May 18, 1995. The meeting will take place at Virginia's Center for Innovative Technology, 2214 Rock Hill Road, Herndon, Virginia, in the auditorium.

The meeting will open with a plenary session during which the following will be discussed: The FAA request for RTCA's assistance in developing consensus on Free Flight Implementation; how the task force will be organized; and review of working group responsibilities and milestones. Attendees will be invited to participate in one of the following three working groups: Procedures and Expected Benefits; System Architecture and Technology; Transition Strategy, Cost/Benefit Assessments, and Implementation Schedule.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA,

Inc., at (202) 833-9339 (phone) or (202) 833-9434 (fax).

Members of the public may present a written statement to the task force at any time.

Exceptional circumstances, such as the need to accomplish this task in a relatively short time and the difficulty in locating adequate conference space, exist in this instance to permit public notice of this meeting in less than 15 days.

Issued in Washington, D.C., on May 3, 1995.

Ronald E. Morgan,

*Director, System Architecture and Program
Evaluation.*

[FR Doc. 95-11318 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

Flight Service Station at Glennallen, Alaska; Notice of Change in Facility Operation

Notice is hereby given that on March 31, 1995, the Gulkana Flight Service Station at Glennallen, Alaska, closed. Services to the general aviation public formerly provided by this facility are now provided by the Automated Flight Service Station at Kenai, Alaska. This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on March 15, 1995.

Robert N. Lewis,

*Acting Regional Administrator, Alaskan
Region.*

[FR Doc. 95-11278 Filed 5-8-95; 8:45 am]

BILLING CODE 4910-13-M

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement To Accelerate the Development, Evaluation, and Deployment of Collision Avoidance Systems

AGENCY: National Highway Traffic
Safety Administration (NHTSA), DOT.

ACTION: Announcement of Discretionary
Cooperative Agreement to Accelerate
the Development, Evaluation, and
Deployment of Collision Avoidance
Systems.

SUMMARY: NHTSA announces this
discretionary cooperative agreement
program to support collision avoidance
system research studies and solicits
applications for projects under this
program.