

increasing and that future resolutions to these hazards may become more complex. Certain species that frequent landfills, such as ring-billed gulls, are increasing in unprecedented numbers. At the same time, the public is becoming more involved in wildlife management issues. The National Environmental Policy Act may require public involvement in the solution of a wildlife-related airport safety problem. The public's involvement may be costly and time consuming, resulting in a trade-off of accepting potential hazards while possible solutions are debated.

The likelihood of bird strikes may be further exacerbated by design changes to modern aircraft, which incorporate larger inlet engines to achieve reduced noise levels. These larger, quieter engines give birds less warning and require them to avoid a larger surface area.

#### Findings

1. FAA believes that current data is insufficient to permit an accurate and consistent quantification of the risk created by locating landfills within 5 miles of an airport. Although a quantified risk assessment is not available, the potential hazard of bird strikes has been established in reports following aircraft accidents.

2. FAA believes that landfills constitute a potential hazard to aviation if located within 5 miles from a runway end for the following reasons:

a. Bird strikes in the vicinity of waste disposal activities located within 5 miles of an airport have been a factor in numerous accidents, some involving loss of human life.

b. Bird activity is generally recognized to occur at altitudes that brings it into the path of aircraft during approach and departure operations, the most critical time for aircraft performance.

c. Modern aircraft, with quieter engines and larger engine inlets, increase the potential for bird strikes due to the reduced warning resulting from quieter engines with greater frontal areas which combine to increase the chances of birds being struck or ingested.

d. Bird mitigation techniques, although offered as a solution, have not been proven effective over extended periods of time. In addition, future mitigation programs will become more complicated and require more time to implement, resulting in a trade-off of potential hazards.

e. Landfills are intense attractants to birds. When located in or adjacent to airspace used by aircraft, a potential hazard will result.

3. As total bird control is not possible, the best solution is to restrict actions on or in the vicinity of an active airport to reduce bird attractions.

4. The distance criteria contained in FAA Order 52.005A serve as a reasonable basis for determining the incompatibility of a landfill site with airport operations.

#### Recommendations

Although not a solution to all airport-related bird hazards, locating intense attractions to wildlife, such as landfills, outside the areas specified by the FAA reduces the risk of a potentially hazardous collision between aircraft and birds. Progress has been made toward this goal by the EPA. Although EPA stops short of prohibiting landfills within the 5,000 and 10,000 foot areas designated by the FAA, it does require that operators of existing municipal solid waste landfills within those areas demonstrate to the State agency that issues municipal solid waste permits that such units do not pose a bird hazard to aircraft. Additionally, proponents of new or expanded landfill sites within 5 miles of an airport must notify the affected airport and the FAA of their intentions.

In an effort to enhance aviation safety, FAA recommends that no new or expanded municipal solid waste or putrescible landfill be located within the FAA specified 5,000 and 10,000 foot criteria or in the approach/departure areas within 5 miles of an airport if deemed incompatible with safe aircraft operations.

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#### National Highway Traffic Safety Administration

#### Research and Development Programs Meeting

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** This notice announces a public meeting at which NHTSA will describe and discuss specific research and development projects and request suggestions for agenda topics.

**DATES AND TIMES:** The National Highway Traffic Safety Administration will hold a public meeting devoted primarily to presentations of specific research and development projects on June 27, 1995, beginning at 1:30 p.m. and ending at approximately 5:00 p.m. The deadline for interested parties to suggest agenda topics is 4:15 p.m. on June 8, 1995.

Questions may be submitted in advance regarding the agency's research and development projects. They must be submitted in writing by June 19, 1995, to the address given below. If sufficient time is available, questions received after the June 19 date will be answered at the meeting in the discussion period. The individual, group, or company asking a question does not have to be present for the question to be answered. A consolidated list of the questions submitted by June 19 will be available at the meeting and will be mailed to requesters after the meeting.

**ADDRESSES:** The meeting will be held at the Ramada Inn, near Detroit Metro Airport, 8270 Wickham Rd., Romulus, MI 48174. Suggestions for specific R&D topics as described below and questions for the June 27, 1995, meeting relating to the agency's research and development programs should be submitted to the Office of the Associate Administrator for Research and Development, NRD-01, National Highway Traffic Safety Administration, Room 6206, 400 Seventh St., SW, Washington, DC 20590. The fax number is 202-366-5930.

#### FOR FURTHER INFORMATION:

NHTSA intends to provide detailed presentations about its research and development programs in a series of quarterly public meetings. The series started in April 1993. The purpose is to make available more complete and timely information regarding the agency's research and development programs. This tenth meeting in the series will be held on June 27, 1995.

NHTSA requests suggestions from interested parties on the specific agenda topics. NHTSA will base its decisions about the agenda, in part, on the suggestions it receives by close of business at 4:15 p.m. on June 8, 1995. Before the meeting, it will publish a notice with an agenda listing the research and development topics to be discussed. NHTSA asks that the suggestions be taken from the list below and that they be limited to six, in priority order, so that the presentations at the June 27 R&D meeting can be most useful to the audience. Please note that almost all of these topics have been discussed at the previous nine meetings to some extent and that presentations at the tenth meeting will be reports on current status, results, and plans.

Specific Crashworthiness R&D topics are:

Improved frontal crash protection problem analysis and program status, Advanced glazing research, Highway traffic injury studies, Head and neck injury research,

Lower extremity injury research,  
 Thorax injury research,  
 Human injury simulation and analysis,  
 Crash test dummy component  
 development,  
 Vehicle aggressivity and fleet  
 compatibility,  
 Upgrade side crash protection,  
 Upgrade seat and occupant restraint  
 systems,  
 Child safety research, and  
 Electric and alternate fuel vehicle safety.  
 Specific Crash Avoidance R&D topics  
 are:  
 Truck crashworthiness/occupant  
 protection,  
 Truck tire traction,  
 Portable data acquisition system for  
 crash avoidance research,  
 Systems to enhance EMS response  
 (automatic collision notification)  
 Vehicle motion environment,  
 Crash causal analysis,  
 Human factors guidelines for crash  
 avoidance warning devices,  
 Longer combination vehicle safety,  
 Drowsy driver monitoring  
 Driver workload assessment, and  
 Performance guidelines for IVHS  
 systems (approach).

Questions regarding research projects  
 that have been submitted in writing not  
 later than close of business on June 19,  
 1995, will be answered as time permits.  
 Beginning with this tenth meeting, the  
 time allotted to answering questions has  
 been increased. A transcript of the  
 meeting, copies of materials handed out  
 at the meeting, and copies of the  
 suggestions offered by commenters will  
 be available for public inspection in the  
 NHTSA's Technical Reference Section,  
 Room 5108, 400 Seventh St., SW,  
 Washington, DC 20590. Copies of the  
 transcript will then be available at 10  
 cents a page, upon request to NHTSA's  
 Technical Reference Section. The  
 Technical Reference Section is open to  
 the public from 9:30 a.m. to 4:00 p.m.

NHTSA will provide technical aids to  
 participants as necessary, during the  
 Research and Development Programs  
 Meeting. Thus, any person desiring the  
 assistance of "auxiliary aids" (e.g., sign-  
 language interpreter, telecommunication  
 devices for deaf persons (TTDs), readers,  
 taped texts, braille materials, or large  
 print materials and/or a magnifying  
 device), please contact Rita Gibbons on  
 202-366-4862 by close of business June  
 21, 1995.

**FOR FUTURE INFORMATION CONTACT:** Rita  
 Gibbons, Administrative Staff Assistant,  
 Office of research and Development, 400  
 Seventh Street, SW, Washington, DC  
 20590. Telephone 202-366-4862. Fax  
 number: 202-366-5930.

Issued: May 19, 1995.

**George L. Parker,**

*Associate Administrator for Research and  
 Development.*

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## Research and Special Programs Administration

[Docket No. P-94-1W; Notice 2]

### Columbia Gulf Transmission Company; Transportation of Natural Gas by Pipeline, Grant of Waiver

Columbia Gulf Transmission  
 Company (Columbia Gulf) has  
 petitioned the Research and Special  
 Programs Administration (RSPA) for a  
 waiver from compliance with 49 CFR  
 192.612(b)(3), which requires that gas  
 pipeline facilities in the Gulf of Mexico  
 found to be exposed on the seabed or  
 constituting a hazard to navigation be  
 reburied so that the top of the pipe is  
 36 inches below the seabed for normal  
 excavation or 18 inches for rock  
 excavation.

During a DOT-required survey,  
 Columbia Gulf discovered that a 260  
 foot portion of the 36-inch Bluewater  
 Mainline 200 did not meet the 12-inch  
 depth of cover requirements of  
 § 192.612. At the point where coverage  
 is not sufficient, Columbia Gulf's  
 pipeline crosses over a Trunkline Gas  
 Company (Trunkline) 16-inch pipeline  
 and an Amoco Production Company  
 (AMOCO) abandoned 4-inch pipeline.  
 Therefore, Columbia Gulf cannot  
 comply with the lowering requirement  
 without first lowering or crossing below  
 the Trunkline and Amoco pipelines.  
 This coincidental lowering would  
 present the potential for damage to these  
 lines which could cause environmental  
 pollution.

This waiver will allow Columbia Gulf  
 to cover 813 feet along the subject  
 pipeline segment with a concrete mesh  
 blanket alternative to the 36-inch depth  
 of cover requirement. The waiver will  
 also extend the time limitation required  
 for compliance with § 192.612 until  
 November 30, 1995, to allow for  
 completion of the work.

A "concrete mesh blanket" unit is an  
 8 foot x 20 foot section constructed from  
 160 individually cast 17 inch x 17 inch  
 x 9 inch beveled concrete briquettes  
 inter-connected with 3/4 inch  
 polypropylene UV stabilized line. A  
 total of 41 (8 foot x 20 foot x 9 inch)  
 units of "concrete mesh blanket" will be  
 required to cover the 813 feet of affected  
 pipeline. Each of the 41 units will be  
 hydrojetted flush with the seabed and

permanently anchored with six screw  
 anchors.

The top of the 12-inch pipeline the  
 mesh blanket is intended to cover is  
 presently buried 6 inches below  
 unconsolidated bottom in the Gulf of  
 Mexico from Lat. 29°30'21.46", Long.  
 92°22'54.08" to Lat. 29°30'13.4", Long.  
 92°22'53.98"; Block 15, Vermillion area,  
 approximately 8 miles South of Pecan  
 Island, LA. The pipeline is coated with  
 concrete.

The use of the proposed blanket will  
 effectively cover the pipeline to 15  
 inches (9" blanket + 6" cover). The  
 required reburial is to 36 inches below  
 the bottom or 18 inches below a rock  
 bottom. Therefore this waiver is  
 necessary to allow for the use of the  
 concrete mesh blanket.

Columbia Gulf will also install a rock  
 shield over the pipeline before  
 installation of the blanket. The rock  
 shield must be of at least 3/8 inches of  
 thickness constructed of an appropriate  
 material, such as "Tuff N Nuff"  
 manufactured by Submar.

In response to this petition and the  
 justification contained therein, RSPA  
 issued a notice of petition for waiver  
 inviting interested parties to comment  
 (Notice 1)(60 FR 10893, Feb. 28, 1995).  
 In that notice, RSPA explained why  
 granting a waiver from the requirements  
 of § 192.612 to allow placement of the  
 concrete mesh blanket would not have  
 a deleterious impact on safety.  
 Comments were received from three  
 pipeline operators and one interstate  
 pipeline association. Each commentor  
 endorsed the petition and recommended  
 granting the waiver.

One commentor further recommended  
 that RSPA also require Columbia Gulf to  
 notify Trunkline at least 48 hours in  
 advance so as to allow a Trunkline  
 inspector to be present while work is in  
 progress in the vicinity of its pipeline.  
 RSPA agrees, and hereby requires  
 Columbia Gulf to notify Trunkline as  
 described.

In view of these reasons and those  
 stated in the foregoing discussion,  
 RSPA, by this order, finds that a waiver  
 of compliance with § 192.612(c)(3) is  
 consistent with pipeline safety.  
 Accordingly, Columbia Gulf  
 Transmission Company's petition from  
 compliance with § 192.612(b)(3) is  
 granted.

**Authority:** 49 U.S.C. 1672(d); § 1.53, and  
 appendix A of part 106.