

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

Federal Aviation Administration, San  
Francisco Airports District Office, 831  
Mitten Road, Burlingame, California  
94010-1303

Mr. Robert C. White, Director of  
Aviation, Airport Authority of  
Washoe County, Nevada, Box 12490,  
Reno, Nevada 89510

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

Issued in Hawthorne, California on June  
13, 1995.

**Herman C. Bliss,**

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

[FR Doc. 95-15891 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-13-M

**T.F. Green State Airport; Providence,  
Warwick, RI; Noise Exposure Map  
Notice**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation  
Administration (FAA) announces its  
determination that the noise exposure  
maps submitted by Rhode Island  
Department of Transportation (RIDOT)  
for T.F. Green State Airport 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  
are in compliance with applicable  
requirements.

**EFFECTIVE DATE:** The effective date of the  
FAA's determination on the noise  
exposure maps is June 15, 1995.

**FOR FURTHER INFORMATION CONTACT:** John  
Silva, FAA New England Region, 12  
New England Executive Park,  
Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This  
notice announces that the FAA finds  
that the noise exposure maps submitted  
for T.F. Green State Airport are in  
compliance with applicable  
requirements of Part 150, effective June  
15, 1995.

Under section 103 of the Aviation  
Safety and Noise Abatement Act of 1979  
(hereinafter referred to as "the Act"), an  
airport operator may submit to the FAA  
noise exposure maps which meet

applicable regulations and which depict  
noncompatible land uses as of the date  
of submission of such maps, a  
description of projected aircraft  
operations, and the ways in which such  
operations will affect such maps. The  
Act requires such maps to be developed  
in consultation with interested and  
affected parties in the local community,  
government agencies, and persons using  
the airport.

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 RIDOT. The  
specific maps under consideration are  
Figure 6-1, 1993 Baseline DNL  
Contours, and Figure 6-7, 1998 Forecast  
DNL Contours Using Airport Master  
Plan Forecasts, each of which is  
published in "Revised Noise Exposure  
Maps for T.F. Green State Airport",  
dated April 1995. FAA has determined  
that these maps for T. F. Green State  
Airport are in compliance with  
applicable requirements. This  
determination is effective on June 15,  
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 that 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 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 statutorily required consultation  
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, New  
England Region, Airports Division, 16  
New England Executive Park,  
Burlington, Massachusetts 01803

Rhode Island Airport Corporation, T. F.  
Green State Airport, Warwick, Rhode  
Island 02886

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

Issued in Burlington, Massachusetts, June  
15, 1995.

**Vincent A. Scarano,**

*Manager, Airports Division, New England  
Region.*

[FR Doc. 95-15892 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Public Conference**

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

**SUMMARY:** This notice announces an  
International Conference on Cabin  
Safety Research, which is being held by  
the Federal Aviation Administration  
(FAA) for the purpose of presenting the  
agency's Cabin Safety Research Program  
(CSRP) plan, and soliciting input from  
the public on the content of the plan.  
The CSRP and the conference are being  
jointly sponsored by the Joint Aviation  
Authorities (JAA) of Europe, and  
Transport Canada Aviation (TCA).

**DATES:** The Conference is scheduled for  
Tuesday thru Thursday, November 14-  
16, 1995. Registration will begin at 7:30  
a.m., November 14 and the Conference  
will begin at 8:30 a.m.

**REGISTRATION:** Persons planning to  
attend the public conference are  
encouraged to pre-register by contacting  
the person identified later in this notice  
as the contact for further information.  
Pre-registration is requested by October  
13, 1995.

**ADDRESSES:** The public conference will be held at Harrahs Casino-Hotel, 1725 Brigantine Boulevard, Atlantic City, New Jersey 08401, telephone 1-800-242-7724 (outside the United States: 609-441-5600).

**FOR FURTHER INFORMATION CONTACT:**  
April Horner, Galaxy Scientific Corporation, c/o FAA Technical Center, Fire Safety Branch, AAR-422, Bldg. 287, Atlantic City International Airport, New Jersey 08405, telephone 609-485-4471, fax 609-646-5229, or on internet at: [smtplink%april\\_horner\\_at\\_ct27@admin.tc.faa.gov](mailto:smtplink%april_horner_at_ct27@admin.tc.faa.gov).

**SUPPLEMENTARY INFORMATION:** Notice is given of a public conference November 14-16, 1995 at the Harrahs Casino-Hotel, 1725 Brigantine Boulevard, Atlantic City, New Jersey 08401. The purpose of this conference is to present the proposed joint FAA/JAA/TCA Cabin Safety Research Program plan to the interested public, and provide an opportunity for public comment and provide input on the content of the plan.

Cabin safety has long been the focus of extensive research. This research has historically taken two primary forms: (1) Study of means to increase the speed at which evacuation from an airplane is possible, and (2) Study of means to prolong the time available for evacuation. Examples of the former include exit sizes and access provisions, escape slide performance and effects of interior features. Examples of the latter include material flammability and fire protection systems. In addition, research into human tolerance and impact protection has more recently assumed a greater overall role in the research program.

Until recently this research has at various times been focused on very specific areas and has been conducted mostly independently of other cabin safety research. Evacuation research at the FAA is conducted at the Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma; fire safety research is conducted at the Technical Center in Atlantic City, New Jersey. Research into crash dynamics is conducted at both facilities, with CAMI concentrating on human tolerance and seating systems and the Technical Center concentrating on airframe structural performance. Various facilities in Europe and Canada conduct research in specific areas.

While research up to now has been very productive and has resulted in improved safety standards, it has been largely carried out in piecemeal fashion, outside of a systematic framework. There has been no formal vehicle to

integrate all cabin safety research so that the benefits are maximized, and the available funds are spent most efficiently. The FAA has developed such a vehicle to improve both the efficiency and quality of future cabin safety research. Because research will often result in new guidance or regulation, and because the aviation industry is largely an international entity, this potential regulatory impact must be harmonized between regulatory authorities. Therefore, the FAA has coordinated on the development of the CSRP with the joint Aviation Authorities and Transport Canada Aviation.

The agenda for the conference will include:

#### **Tuesday, November 14, 1995**

##### *Morning Session*

- Opening Address (Addresses)
- Overview of Program and Plan
- Presentations pertaining to overall Program

##### *Afternoon Session*

- Presentations and discussion on Evacuation

#### **Wednesday, November 15, 1995**

##### *Morning Session*

- Presentations and discussion on Crash Dynamics
- Presentations and discussion on Inflight Emergencies

##### *Afternoon Session*

- Presentations and discussion on Fire Safety

#### **Thursday, November 16, 1995**

##### *Morning Session*

- Break Out Sessions

##### *Afternoon Session*

- Reconvene and present recommendations
- Closing statements

Attendance is open to the interested public, but will be limited to the space available.

#### **Conference Procedures**

Hotel room reservations should be made in advance. A block of rooms has been reserved at Harrahs Hotel-Casino at a Conference rate. Persons wishing to attend the Conference are encouraged to make reservations by October 13, 1995, by contracting the Hotel direct at 1-800-242-7724 (outside the United States: 609-441-5600). Be sure to identify yourself as an FAA Cabin Safety Conference attendee to receive the special rate.

Persons in Canada that wish to pre-register, may contact the following, in lieu of the person listed under **FOR**

**FURTHER INFORMATION CONTACT**, if that would be more convenient: Mr. Claude Lewis, Transport Canada Aviation, Airworthiness Branch—AARDH, Ottawa, Ontario, Canada K1A 0N8, Telephone: 613-990-5906.

Persons who plan to attend the Conference should be aware of the following procedures which are established to facilitate the workings of the conference.

1. The Conference will be open on a space available basis to all persons registered.

2. There is no fee for attending the conference however, no meals/refreshments will be provided.

3. Following each presentation, a brief question and answer period will be allowed and all persons will be given the opportunity to open discussions on the presentation, within the time available. In addition, there will be separate, break-out sessions on each of the technical areas for open discussion.

4. Statements made by FAA participants at the conference will not be taken as expressing final FAA positions.

Issued in Renton, Washington, on June 16, 1995.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.*

[FR Doc. 95-15893 Filed 6-27-95; 8:45 am]

**BILLING CODE 4910-13-M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

## **DEPARTMENT OF THE INTERIOR**

### **National Parks Service**

**[Docket No. 25149]**

### **Airspace Management Over the Grand Canyon National Park; Public Meeting**

**AGENCY:** Federal Aviation Administration (FAA), DOT and National Parks Service (NPS), DOI.

**ACTION:** Notice of meeting.

**SUMMARY:** This notice announces the date, time, and location of a public meeting to address issues related to Special Federal Aviation Regulations for the Grand Canyon (SFAR No. 50-2). In October 1994, the National Parks Service submitted its Report to Congress as required by Public Law 100-91. The purpose of this meeting is to provide the