

**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.*

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**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

public with the opportunity to provide comments on improving SFAR No. 50-2 with respect to safety and mitigating the noise impacts of aircraft overflights of the Grand Canyon.

**DATES:** The meeting will be held on August 30, 1995, in two sessions. The first session will begin at 1 p.m.; the second session will begin at 7 p.m.

**ADDRESSES:** The meeting will be held at the Best Western Woodlands Plaza Hotel, 1175 West Route 66, Flagstaff, Arizona (520) 773-8888.

Persons unable to attend the meeting may mail their comments in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Rules Docket (AGC-200), Docket No. 25149, 800 Independence Avenue, SW., Washington, DC 20591. Written comments are invited and must be received on or before September 8, 1995.

**FOR FURTHER INFORMATION CONTACT:** Requests to present a statement at the meeting or questions regarding the logistics of the meeting should be directed to Effie Upshaw, FAA, Office of Rulemaking, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267-7626.

Questions concerning the subject matter of the meeting should be directed to Ellen Crum, telephone (202) 267-8783, FAA, Air Traffic Rules Branch, 800 Independence Avenue, SW., Washington, DC 20591.

#### SUPPLEMENTARY INFORMATION:

##### Background

On March 26, 1987, the FAA issued SFAR No. 50 (subsequently amended on June 15, 1987; 52 FR 22734) establishing flight regulations in the vicinity of the Grand Canyon. The purpose of the SFAR was to reduce the risk of midair collision, reduce the risk of terrain contact accidents below the rim level, and reduce the impact of aircraft noise on the park environment.

On August 18, 1987, Congress enacted legislation that, in part, required a study of aircraft noise impacts at a number of national parks and imposed flight restrictions at three parks: Grand Canyon National Park in Arizona, Yosemite National Park in California, and Haleakala National Park in Hawaii (Pub. L. 100-91, the National Park Overflights Act of 1987).

As part of Public Law 100-91, the NPS was required to evaluate whether the Grand Canyon airspace management plan (now known as SFAR 50-2) "has succeeded in substantially restoring the natural quiet in the park;" and "such other matters, including possible revisions in the plan, as may be of interest." In that legislation, Congress

found that "Noise associated with aircraft overflights at the Grand Canyon National Park is causing a significant adverse effect on the natural quiet and experience of the park \* \* \*."

Further, Public Law 100-91 required the FAA to prepare and issue a final plan for the management of air traffic above the Grand Canyon. In December 1987, the DOI transmitted to the FAA its recommendations for an aircraft management plan at the Grand Canyon which included both rulemaking and nonrulemaking actions. If the FAA determined that executing the recommendations would adversely affect aviation safety, the FAA was required to revise the DOI recommendations to resolve the safety impact and to issue regulations implementing the revised recommendations in the plan.

On May 27, 1988, the FAA issued SFAR No. 50-2 revising the procedures for operation of aircraft in the airspace above the Grand Canyon (53 FR 20264, June 2, 1988). The rule implemented DOI's preliminary recommendations for an airspace management plan with some modifications that the FAA initiated in the interest of aviation safety.

A further requirement of Public Law 100-91 relative to the FAA's plan (SFAR No. 50-2) was that the NPS study and discuss: "(A) whether the plan has succeeded in substantially restoring the natural quiet in the park; and (B) such other matters, including possible revisions in the plan, as may be of interest." The NPS submitted its Report to Congress in October 1994. On June 15, 1995, the FAA extended the expiration date of SFAR No. 50-2 from June 15, 1995, to June 15, 1997, to allow the FAA sufficient time to review thoroughly the NPS recommendations as to their impact on the safety of air traffic at the Grand Canyon National Bank (60 FR 31608).

The FAA and the NPS have sought to keep this process open to the public. The two agencies jointly published an advance notice of proposed rulemaking (ANPRM) (59 FR 12740) on March 17, 1994, seeking public comment on general policy and specific recommendations for voluntary and regulatory actions to address the impact of aircraft overflights of national parks. That same month, the two agencies hosted a workshop entitled, "Finding a Balance" at Flagstaff, Arizona for all interested parties. This meeting is a part of the commitment to continuing that open process.

The NPS report makes recommendations for changes to the SFAR, primarily related to achieving and maintaining the substantial

restoration of natural quiet over time and in respect to a growing air tour industry. While the FAA evaluates the NPS recommendations, both agencies are seeking public comment on how the SFAR can be improved with respect to better achieving the congressional intent of "providing for substantial restoration of natural quiet and experience of the park and protection of public health and safety \* \* \*" and how this can be done safely for the benefit of everyone involved.

The NPS report recommendations involved (1) expansion of flight-free zones, (2) introduction of quiet aircraft technology, and (3) other measures designed to minimize the impact of aircraft noise on the park. Based on these recommendations, public comment at the meeting is sought on the following specific questions:

- Can air tour operations be regulated differently, in ways that will better contribute to restoring or maintaining the substantial restoration of natural quiet while maintaining or improving safety? How? What are the implications of those changes?

- Should the future growth of the air tour industry be managed to maintain the natural quiet of the park? How?

- How effectively can quiet aircraft technology contribute to the substantial restoration of natural quiet at Grand Canyon? In what timeframe should this technology be considered? What would be the impact on tour operators to acquire and use quiet aircraft technology? How many tour operators currently use or have plans to use quiet aircraft technology? If beneficial, what incentives need to be considered?

- Given appropriate timeframes, can a viable air tour industry be maintained with the establishment of "quiet aircraft" routes? With the future closure of the Dragon Flight Corridor and rerouting of traffic on a new route to the east?

- How can enlargement of the flight-free zones effectively contribute to the restoration of natural quiet at the Grand Canyon? Are there any economic impacts associated with these types of actions?

- What, if any, impact would result from the imposition of one-way traffic on commercial tour routes in the flight corridors across the Grand Canyon (a measure recommended to mitigate noise in some corridors)?

- Would establishment of "no fly" periods impact air tour operators and other visitors to the park? What time periods should be considered?

- Would expanding the special flight rules area ceiling from 14,499 to 17,999 feet mean sea level effectively

contribute to aiding or maintaining a substantial restoration of natural quiet at Grand Canyon? Is there a more appropriate altitude? Are there safety concerns associated with this?

- What other actions can be taken to assist in maintaining safety and the "natural quiet" of the park environment?

### Participation at the Meeting

Requests from persons who wish to present oral statements at the public meeting should be received by the FAA no later than August 24, 1995. Such requests should be submitted to Effie Upshaw as listed in the section titled **FOR FURTHER INFORMATION CONTACT**, and should include a written summary of oral remarks to be presented and an estimate of time needed for the presentation. Requests received after the date specified above will be scheduled if time is available during the meeting; however, the names of those individuals may not appear on the written agenda. The FAA will prepare an agenda of speakers who will be available at the meeting. To accommodate as many speakers as possible, the amount of time allocated to each speaker may be less than the amount of time requested.

### Meeting Procedures

The following procedures are established to facilitate the meeting:

(1) There will be no admission fee or other charge to attend or to participate in the meeting. The meeting will be open to all persons who have requested in advance to present statements or who register on the day of the meeting subject to availability of space in the meeting room. (Registration will open 30 minutes before the beginning of each session.)

(2) The meeting may adjourn early if scheduled speakers complete their statements in less time than currently is scheduled for the meeting.

(3) An individual, whether speaking in a personal or a representative capacity on behalf of an organization, may be limited to a 10-minute statement. If possible, we will notify the speaker if additional time is available.

(4) The FAA/NPS will try to accommodate all speakers. If the available time does not permit this, speakers generally will be scheduled on a first-come-first-served basis. However, the FAA/NPS reserves the right to exclude some speakers if necessary to present a balance of viewpoints and issues.

(5) Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if

requested at the above number 10 calendar days before the meeting.

(6) Representatives of the FAA and NPS will preside over the meeting. A panel of FAA and NPS personnel involved in this issue will be present.

(7) The meeting will be recorded by a court reporter. A transcript of the meeting and any material accepted by the panel during the meeting will be included in the public docket. Any person who is interested in purchasing a copy of the transcript should contact the court reporter directly. This information will be available at the meeting.

(8) Position papers or material presenting views or information on airspace management over the Grand Canyon will be accepted at the discretion of the presiding officer and subsequently placed in the public docket. The FAA/NPS requests that persons participating in the meeting provide 10 copies of all materials to be presented for distribution to the panel members; other copies may be provided to the audience at the discretion of the participant.

(9) Statements made by members of the meeting panel are intended to facilitate discussion of the issues or to clarify issues. Any statement made during the meeting by a member of the panel is not intended to be, and should not be construed as, a position of the FAA/NPS.

(10) The meeting is designed to solicit public views and more complete information on the airspace management at the Grand Canyon. Therefore, the meeting will be conducted in an informal and nonadversarial manner. No individual will be subject to cross-examination by any other participant; however, panel members may ask questions to clarify a statement and to ensure a complete and accurate record.

Issued in Washington, DC on June 16, 1995.

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division, Federal Aviation Administration.*

**Dr. Wesley R. Henry,**

*Overflight Issues Coordinator, National Park Service.*

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### Notice of Intent To Rule on Application To Use the Revenues From a Passenger Facility Charge (PFC) at Charlottesville-Albermarle Airport, Charlottesville, VA

**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 use the revenues from a PFC at Charlottesville-Albermarle Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before July 28, 1995.

**ADDRESSES:** Comments on the application may be mailed or delivered in triplicate to the FAA at the following address: Washington Airport District Office, 101 West Broad Street, Suite 300, Falls Church, Virginia 22046.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Bryan Elliot, Director of Aviation, Charlottesville-Albermarle Airport Authority, at the following address: Charlottesville-Albermarle Airport Authority, 201 Bowen Loop, Charlottesville, Virginia 22901.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Charlottesville-Albermarle Airport Authority under Section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Robert Mendez, Manager, Washington Airports District Office, 101 West Broad Street, Suite 300, Falls Church Virginia 22046. 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 use the revenue from a PFC at Charlottesville-Albermarle Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158). On April 26, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Charlottesville-Albermarle Airport Authority was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the