

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008.)

Dated: July 19, 1995.

**Bernard Kulik,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 95-18213 Filed 7-24-95; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Qualification and Approval of Flight Training Devices, Advisory Circular (AC) 120-45**

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

**ACTION:** Notice of meeting.

**SUMMARY:** This notice announces the date, time, and location of a public meeting to address issues related to the qualification and approval of certain equipment utilized in pilot flight training. This equipment has been defined by the FAA as Flight Training Devices (FTD) in AC 120-45, as amended. The meeting will specifically include discussion and consideration of: (1) The criteria for qualification and approval of FTD not capable of meeting the standards for, or not submitted for, a specified level of qualification under the current AC; (2) the criteria for qualification and approval of devices commonly called Personal Computer-based Flight Training Devices (PCFTD); and (3) additional definitions and clarification that may be necessary regarding specific issues relative to FTD Levels 2-7; i.e., data, objective testing, etc. The purpose of this meeting is to provide the public with the opportunity to provide comments on these and other relevant matters pertaining to AC 120-45, as amended.

**DATES:** The meeting will be held on August 29, 30, and 31, 1995. The meeting will begin at 9 a.m. on the first day, and 8 a.m. the second and third days.

**ADDRESSES:** The meeting will be held in the first floor auditorium of the FAA Southern Region Headquarters, 1701 Columbia Avenue, College Park, Georgia 30337.

Persons unable to attend the meeting may mail their comments in triplicate to: Federal Aviation Administration, National Simulator Program Manager (NSPM), P.O. Box 20636, Atlanta, Georgia 30320. Written comments are invited and must be received on or before September 8, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Questions regarding the logistics of the meeting should be directed to Joan Hollingsworth, FAA, NSPM Office, AFS-205, at the address shown in the preceding paragraph; telephone (404) 305-6100; facsimile (404) 305-6118.

Questions concerning the subject matter of the meeting should be directed to Ed Cook, National Simulator Program, telephone (404) 305-6101; or Larry Basham, Flight Standards Service, Certification Branch, telephone (202) 267-3837.

**SUPPLEMENTARY INFORMATION:**

**Background**

On March 11, 1987, the FAA issued AC 120-45, "Advanced Training Devices (Airplane Only) Evaluation and Qualification," applicable to that part of the aviation community regulated under Part 135 of Title 14, Code of Federal Regulations (14 CFR). On February 5, 1992, this AC was modified substantially with the issuance of AC 120-45A, "Airplane Flight Training Device Qualification," which established the technical standards for devices for flight training, qualification, or certification of all airmen under 14 CFR. Since its publication, questions have been asked about the specific technical standards described in this revised document and the application of those standards for various levels of FTD, including the necessity for, and the source of, supporting and validation data used to evaluate and qualify FTD's. Other questions centered around the type and level of detail required for certain objective tests for some levels of FTD. Additional questions arose concerning devices currently in operation and authorized by the FAA, but not capable of meeting the stated technical criteria; ways which some of the specific technical standards may be met; and whether some of the personal computer-based training systems/aids may be qualified under this AC.

AC 102-45A published specific technical criteria for FTD annotated as Levels 2 through 7. Level 1 was reserved for future use. Questions arose regarding the use of Level 1 as a broad-based "parking place" for unqualified FTDs currently in operation and for at least some of the personal computer-based training systems/aids. Many unanswered questions still remain about use of Level 1 for either or both of these two types of FTD and what technical standards should be required of them.

**Meeting Procedures**

(1) Sign and oral interpretation can be made available at the meeting, as well

as an assistive listening device, if requested from the NSPM at least 10 calendar days before the meeting.

(2) Representatives of the FAA will preside over the meeting. FAA personnel involved in this issue will be present.

(3) Meeting participants will be provided an opportunity to raise issues, ask questions, or make comments from the floor in relation to the topic under discussion. Comments received from persons not able to attend (but who mailed or faxed comments received on or prior to August 22, 1995) will be read or summarized and read to those in attendance.

(4) No formal meeting notes will be taken and no summary of proceedings will be made available.

Issued in Washington, DC, on July 14, 1995.

**Thomas C. Accardi,**

*Director, Flight Standards Service.*

[FR Doc. 95-18272 Filed 7-24-95; 8:45 am]

BILLING CODE 4910-13-M

**Proposed Advisory Circular 25.1187-1, Minimization of Flammable Fluid Fire Hazards (Flammable Fluid Fire Protection)**

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

**ACTION:** Notice of Availability of Proposed Advisory Circular (AC) 25.1187-1 and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed advisory circular (AC) which provides a method of compliance with the requirements of § 25.1187 of the Federal Aviation Regulations (FAR). Section 25.1187 contains the certification requirements for drainage and ventilation of fire zones for transport category airplanes. This notice is necessary to give all interested persons an opportunity to present their views on the proposed AC.

**DATES:** Comments must be received on or before November 22, 1995.

**ADDRESSES:** Send all comments on proposed AC to: Federal Aviation Administration, Attention: Mike Dostert, Airframe and Propulsion Branch, ANM-112, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Avenue SW, Renton, WA 98055-4056. Comments may be inspected at the above address between 7:30 a.m. and 4 p.m. weekdays, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Jan Thor, Transport Standards Staff, at the address above, telephone (206) 227-2127.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

A copy of the draft AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC by submitting such written data, views, or arguments as they may desire. Commenters should identify AC 25.1187-1 and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Transport Standards Staff before issuing the final AC.

**Discussion**

A common cause of airplane fires has been the ignition of leaked flammable fluids. The primary means of preventing these fires is to safely drain the fluid away from the airplane, both in flight and on the ground, and to provide ventilation that results in a lean fuel to air mixture. The purpose of this AC is to provide guidance in what factors should be considered in the design of flammable fluid drainage systems and ventilation systems, and to describe a means of showing compliance with the sections of the FAR that require these systems. This AC provides information and guidance concerning a means, but not the only means, of compliance with the portions of part 25 of the FAR pertaining to certification requirements for compartments in transport category airplanes that contain flammable fluid leakage sources.

Issued in Renton, Washington, on July 14, 1995.

**James V. Devany,**

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

[FR Doc. 95-18271 Filed 7-24-95; 8:45 am]

BILLING CODE 4910-13-M

**Flight Service Station at Salinas, CA; Notice of Closure**

Notice is hereby given that on July 20, 1995, the Flight Service Station (FSS) at Salinas, California, closed. Services to the general public of Salinas, California, formerly provided by this facility, are

provided by the Automated Flight Service Station (AFSS) in Oakland, California. This information will be reflected in the next issue of the FAA Organization Statement.

(Sec. 313(a), 72 Stat. 752, 49 U.S.C. 1354)

Issued in Lawndale, California, on July 14, 1995.

**Lynore C. Brekke,**

*Acting Regional Administrator, Western-Pacific Region.*

[FR Doc. 95-18273 Filed 7-24-95; 8:45 am]

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**Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Tri-Cities Airport, Submitted by the Port of Pasco Port Commission, Pasco, Washington**

**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 PFC revenue at Tri-Cities Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR 158).

**DATES:** Comments must be received on or before August 24, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: J. Wade Bryant, Manager; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, SW., Suite 250; Renton, WA 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. James Morasch, Director of Airports, at the following address: Port of Pasco, 3601 North 20th Avenue, Pasco, WA 99301.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Tri-Cities Airport, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Johnson, (206) 227-2655; Seattle Airports District Office, SEA-ADO; Federal Aviation Administration;

1601 Lind Avenue, SW., Suite 250; Renton, Washington 98055-4056. 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 PFC revenue at Tri-Cities Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On July 17, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Port of Pasco Port Commission 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 October 28, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00.

Actual charge effective date: September 1, 1997.

Proposed charge expiration date: April 31, 1998.

Total estimated PFC revenues: \$260,000.00.

Brief description of proposed project: Airport master plan update.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: None.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue, SW., Suite 540, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Tri-Cities Airport.

Issued in Renton, Washington on July 17, 1995.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 95-18274 Filed 7-24-95; 8:45 am]

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