demonstrate that the process is in place and functions as intended. The operator may accomplish this by thorough documentation and analysis, or by demonstrating on an airplane that the process works and consistently provides the intended results. The operator should also show that a feedback loop exists to illustrate need for revision of the process, if required, based on inservice experience.

c. Normally the choice to use, or not use, demonstration on an airplane as a means of validating the process should be left up to the operator. With sufficient preparation and dedication of resources such validation may not be necessary to assure processes should produce acceptable results. However, in any case where the proposed plan to prove the processes is determined by the FAA to be inadequate or the plan does not produce acceptable results, validation of the process in an airplane will be required.

d. If an operator is currently operating ETOPS with a different airframe and/or engine combination it may be able to document that it has proven ETOPS processes in place and only minimal further validation may be necessary. It will, however, be necessary to demonstrate that means are in place to assure equivalent results will occur on the airplane being proposed for Accelerated ETOPS Operational Approval. The following elements which while not required, may be useful or beneficial in justifying a reduction in the validation requirements of ETOPS processes:

(1) Experience with other airframes and/or engines.

(2) Previous ETOPS experience.(3) Experience with long range,

overwater operations with two, three or four engine airplanes.

(4) Experience gained by flight crews, maintenance personnel and flight dispatch personnel while working with other ETOPS approved operators.

- e. Process validation may be done in the airframe-engine combination that will be used in Accelerated ETOPS operation or in a different type airplane than that for which approval is being sought, including those with three or four engines.
- f. A process may be validated by first demonstrating the process produces acceptable results on a different airplane type or airframe/engine combination. It should then be necessary to demonstrate that means are in place to assure equivalent results should occur on the airplane being proposed for Accelerated ETOPS Operational Approval.
- g. Any validation program should address the following:

- (1) The operator should show that it has considered the impact of the ETOPS validation program with regard to safety of flight operations. The operator should state in its application any policy guidance to personnel involved in the ETOPS process validation program. Such guidance should clearly state that ETOPS process validation exercises should not be allowed to adversely impact the safety of operations especially during periods of abnormal, emergency, or high cockpit workload operations. It should emphasize that during periods of abnormal or emergency operation or high cockpit workload ETOPS process validation exercises may be terminated.
- (2) The validation scenario should be of sufficient frequency and operational exposure to validate maintenance and operational support systems not validated by other means.
- (3) A means must be established to monitor and report performance with respect to accomplishment of tasks associated with ETOPS process elements. Any recommended changes to ETOPS maintenance and operational process elements should be defined.
- (4) Prior to the start of the process validation program, the following information should be submitted to the FAA:
- (i) Validation periods, including start dates and proposed completion dates.
- (ii) Definition of airplane to be used in the validation. List should include registration numbers, manufacturer and serial number and model of the airframes and engines.
- (iii) Description of the areas of operation (if relevant to validation objectives) proposed for validation and actual extended range operations.
- (iv) Definition of designated ETOPS validation routes. The routes should be of duration necessary to ensure process validation occurs.
- (5) Process validation reporting—The operator should compile results of ETOPS process validation. The operator should:
- (i) Document how each element of the ETOPS process was utilized during the validation.
- (ii) Document any shortcomings with the process elements and measures in place to correct such shortcomings.
- (iii) Document any changes to ETOPS processes that were required after an inflight shut down (IFSD), unscheduled engine removals, or any other significant operational events.

(iv) Provide periodic Process Validation reports to the FAA. This may be addressed during the Review Gates. Thomas C. Accardi,

Director, Flight Standards Service. [FR Doc. 95–15007 Filed 6–19–95; 8:45 am] BILLING CODE 4910–13–M

Noise Exposure Map Notice; Receipt of Noise Compatibility Program and Request for Review; Fort Lauderdale-Hollywood International Airport, Fort Lauderdale, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the updated noise exposure maps submitted by the Broward County Aviation Department, Fort Lauderdale, Florida for Fort Lauderdale-Hollywood International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program update that was submitted for Fort Lauderdale-Hollywood International Airport under part 150 in conjunction with the noise exposure maps, and that this program update will be approved or disapproved on or before November 28, 1995.

EFFECTIVE DATE: The effective date of the FAA's determination on the updated noise exposure maps and of the start of its review of the associated noise compatibility program update is June 1, 1995. The public comment period ends July 31, 1995.

FOR FURTHER INFORMATION CONTACT: Mr. Tommy J. Pickering, P.E., Federal Aviation Administration, Orlando Airports District Office, 9677 Tradeport Drive, Suite 130, Orlando, Florida 32827–5397, (407) 648–6583. Comments on the proposed noise compatibility program update should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the updated noise exposure maps submitted for Fort Lauderdale-Hollywood International Airport are in compliance with applicable requirements of part 150, effective June 1, 1995. Further, FAA is reviewing a proposed noise compatibility program update for that airport which will be approved or disapproved on or before November 28, 1995. This notice also