

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.

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 KIA 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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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