

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 Tallahassee Regional Airport are in compliance with applicable requirements of Part 150, effective June 25, 1996. Further, FAA is reviewing a proposed noise compatibility program update for that airport which will be approved or disapproved on or before December 22, 1996. This notice also announces the availability of this program update for public review and comment.

Under Section 103 of Title I 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 to 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 City of Tallahassee, Florida, submitted to the FAA on June 4, 1996, updated noise exposure maps, descriptions and other documentation which were produced during the Tallahassee Regional Airport FAR Part 150 Program Update conducted between January 3, 1994 and May 30, 1996. It was requested that the FAA review this material as the noise exposure maps, as described in Section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under Section 104(b) of the Act.

The FAA has completed its review of the updated noise exposure maps and related descriptions submitted by the City of Tallahassee, Florida. The specific maps under consideration are "CURRENT DNL NOISE CONTOURS

MAP A" and "FUTURE FIVE-YEAR DNL NOISE CONTOURS WITH MODIFICATIONS MAP B" in the submission. The FAA has determined that these maps for Tallahassee Regional Airport are in compliance with applicable requirements. This determination is effective on June 25, 1996. 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.

The FAA has formally received the noise compatibility program update for Tallahassee Regional Airport, also effective on June 25, 1996. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program update. The formal review period, limited by law to a maximum of 180 days, will be completed on or before December 22, 1996.

The FAA's detailed evaluation will be conducted under the provisions of 14

CFR Part 150, Section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program update with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the updated noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program update are available for examination at the following locations:

Federal Aviation Administration,
Orlando Airports District Office, 9677
Tradeport Drive, Suite 130, Orlando,
Florida 32827-5397

Airport Director's Office, Tallahassee
Regional Airport, 1400 Lee Wagener
Boulevard, Tallahassee, FL 32304

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

Issued in Orlando, Florida on June 25,
1996.
Charles E. Blair,
Manager, Orlando Airport District Office.
[FR Doc. 96-18689 Filed 7-22-96; 8:45am]
BILLING CODE 4910-13-M

[Docket No. 28567]

A Call for the Development of Prototype(s) for a Global Analysis and Information Network (GAIN)

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of On-line Question and
Answer Session About GAIN on
CompuServe.

SUMMARY: On May 10, 1996, the FAA published a request for comments about the Global Analysis and Information Network (GAIN) concept and implementation strategy for collecting and analyzing aviation safety data. That request for comments also invited participation in the development of proof-of-concept prototypes. The GAIN concept involves the international sharing and analyzing of data, technologies, and systems that would provide an early warning capability to signal increased risks in aviation safety. The comment period closed on July 19,

1996, and more than 60 comments were submitted from all over the world.

This notice announces an opportunity for commenters and others to discuss issues and ask questions about GAIN with Christopher A. Hart, FAA's Assistant Administrator for System Safety (ASY-1). Mr. Hart will serve as the facilitator of a live on-line question and answer session on the CompuServe Information Service. In preparation for a workshop to be convened by the FAA later this year to bring commenters and others together to discuss GAIN and the development of GAIN prototypes, commenters are encouraged to review each other's comments and to commence discussions with each other about potential joint ventures. By clarifying issues that commenters and others may have, this on-line question and answer session will hopefully make the workshop, as well as the preparatory discussions between commenters, more productive.

DATES: The on-line question and answer session will be held on Tuesday, August 6 from 9:00 p.m., EDT (6:00 PDT) to 10:30 p.m., EDT (7:30 PDT) on the CompuServe Information Service. Persons without on-line access may participate in the session by submitting written questions to the FAA, which must be received on or before July 31, 1996.

ADDRESSES: Interested persons and organizational representatives with CompuServe on-line access may participate in the question and answer session by "Go"ing to the Convention Center, then selecting "FAA's Chris Hart discusses global safety network" from the menu. Questions can also be submitted before the session via electronic mail to "71650.477@compuserve.com."

Interested persons without on-line access may participate in the question and answer session by mailing questions to the Federal Aviation Administration, Attn: GAIN Program Division, ASY-200, "On-Line GAIN Conference," 400 7th Street, SW., Room 2227, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Mr. Charles Fluet, Manager, GAIN Program Division, ASY-200, Office of System Safety, Federal Aviation Administration, 400 7th Street, SW., Washington, DC 20590, telephone (202) 267-GAIN (202-267-4246).

SUPPLEMENTARY INFORMATION:

Background

The aviation industry has made remarkable progress in reducing aviation accident rates. However, this rate has remained stubbornly consistent

for about the last 10 years, and at today's accident rate, the forecasted growth in air transportation demand could lead to more than 4,500 fatalities worldwide per year by 2025—clearly an unacceptable result. Yet, all too often, the aviation industry as a whole has not been able to use data about accidents, incidents and other system anomalies to become aware of existing or emerging safety problems in time to take preventive measures. The entire industry must develop a significantly improved operational early warning capability that is sensitive enough to detect and alert the aviation community to existing and emerging problems. A major aspect of this capability is the sharing of safety information, both within categories in the industry, e.g., carriers must share with other carriers and manufacturers with other manufacturers; and across categories, e.g., labor, management, carriers, manufacturers, air traffic controllers, airport operators, and others must share with each other. Creating useful information, however, generally requires the collection of large amounts of data, and it also involves the careful analysis of the data. Rarely would there be any need or desire to share any raw data, but the sharing of the analysis of the data—the information—could be mutually beneficial. A new safety information paradigm, with much greater sensitivity to anomalies in daily aviation system operations, could help the industry reach "Zero Accidents." Gathering and analyzing large amounts of qualitative and quantitative aviation safety data to better understand routine system operations is the foundations of the Global Analysis and Information Network (GAIN) concept.

On May 10, 1996, the FAA published a request for comments on the Global Analysis and Information Network (GAIN) concept and implementation strategy for collecting and analyzing aviation safety data. That request also invited participation in the development of proof-of-concept prototypes. The proposed GAIN system would be more sensitive to conditions that signal increased safety risks because it would contain information about normal aviation system operations. The statistical baseline for normal aviation operations, constructed with digital flight and ATC radar data, among other major and currently untapped sources, would be the plumb line from which deviations are measured. The importance of obtaining information about a far greater percentage of aircraft operations has been illustrated repeatedly by all-too-

typical accident investigation findings of earlier flights that experienced problems similar to the accident aircraft. A truly effective early warning capability would involve significant improvements in information feedback and analysis for aviation operations. When fully implemented, it is believed that GAIN would, at a minimum, add the following new elements to the existing monitoring systems: (1) new data sources that would improve risk assessment and provide a baseline for normal flight operations, thus improving the changes of early anomaly detection; (2) new and innovative data management and analytical techniques and methodologies that quickly reveal obscure and/or infrequent data patterns and associations; and (3) new methods to disseminate the findings quickly and globally to all who could use them to improve international aviation safety.

The FAA anticipates that GAIN and its prototypes will be privately owned by a consortium of several entities from all over the world, and the FAA plans to invite potential participants to a workshop later this year to help facilitate the process of developing prototypes. In order to encourage prospective participants to discuss potential joint ventures with each other before the workshop, the process was set up to enable all GAIN commenters to look at each other's comments via the Internet.

The FAA encourages commenters to take maximum advantage of this Internet capability and to commence discussions with each other to determine how, working together, commenters can begin to develop prototypes. The FAA has already received numerous clarifying inquiries about GAIN, and commenters and others undoubtedly have more questions. The purpose of this on-line question and answer session is to provide a forum for these questions to be asked and answered because better understanding of GAIN by prospective participants, and better FAA understanding of the concerns of prospective participants, will make the workshop, as well as the preparatory discussions between commenters, much more fruitful.

On-line Session Procedures

(1) The on-line question and answer session is scheduled to last 90 minutes, and the FAA will try to accommodate all interested persons and organizational representatives. If the available time does not permit this, questions will be answered on a first-come-first-served basis. Further, the FAA reserves the right to exclude some questions if

necessary to obtain a balance of viewpoints and issues. The session may adjourn early if all interested persons complete their statements and have their questions answered in less time than is scheduled.

(2) Christopher A. Hart, FAA's Assistant Administrator for System Safety, will serve as the facilitator of the on-line session. A panel of FAA representatives involved in GAIN will be available to answer questions and clarify issues.

(3) A transcript of the on-line discussions will be prepared and placed in the public docket at FAA headquarters in Washington, DC, by August 12, 1996, for review by interested persons. A copy of the transcript will also be made available via CompuServe from the Aviation Week Group Information Center Forum library by August 12, 1996.

(4) Statements made by FAA representatives are intended to facilitate discussion of, and clarify, the issues and to answer questions. Any statements made during the on-line session by FAA representatives are the individual views of those representatives and do not necessarily represent the views of the FAA.

(5) The on-line session is designed to solicit views and clarify issues about the GAIN concept. Therefore, the session will be conducted in an informal and non-adversarial manner. No individual will be subject to cross-examination by any other participant; however, FAA representatives may ask clarifying questions to ensure a more complete and useful record.

Issued in Washington, DC, on July 18, 1996.

Christopher A. Hart,
Assistant Administrator for System Safety,
Federal Aviation Administration.

[FR Doc. 96-18686 Filed 7-22-96; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss air traffic issues.

DATES: The meeting will be held on August 8, 1996, at 10:00 a.m.

ADDRESSES: The meeting will be held at Helicopters Association International Headquarters 1635 Prince Street, Alexandria, VA.

FOR FURTHER INFORMATION CONTACT: Mr. Reginald C. Matthews Assistant Executive Director for Air Traffic Issues, Airspace and Rules Division (ATA-400), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-8783; FAX: (202) 267-5809.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee. This meeting will be held on August 8, 1996, at 10:00 a.m., at Helicopter Association International Headquarters, 1635 Prince Street, Alexandria VA. The agenda for this meeting will include: Unmanned Airborne Vehicle (UAV) draft advisory circular update; Special Visual flight rules (VFR) issues update; and Mode S working group update.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on July 17, 1996.
Reginald C. Matthews,

Assistant Executive Director for Air Traffic Issues, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-18551 Filed 7-22-96; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Meeting

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the Federal Aviation Administration Aviation Rulemaking Advisory Committee to discuss general aviation operations issues.

DATES: The meeting will be held on August 20, 1996, at 9:30 a.m.

ADDRESSES: The meeting will be held at the Aircraft Owners and Pilots Association, 421 Aviation Way, Frederick, MD 21701.

FOR FURTHER INFORMATION CONTACT: Mr. Louis C. Cusimano, Assistant Executive Director for General Aviation

Operations, Flight Standards Service (AFS-800), 800 Independence Avenue, SW., Washington, DC 20591. Telephone: (202) 267-8452; FAX: (202) 267-5094.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463; 5 U.S.C. App. II), notice is hereby given of a meeting of the Aviation Rulemaking Advisory Committee to discuss general aviation operations issues. This meeting will be held on August 20, 1996, at 9:30 a.m., at the Aircraft Owners and Pilots Association, 421 Aviation Way, Frederick, MD 21701.

The agenda for this meeting will include status reports from the part 103 (Ultralight Vehicles) Working Group and the IFR Fuel Requirements/Destination and Alternate Weather Minimums Working Group. In addition, the FAA will give a status report on the Manipulation of the Controls of Aircraft study.

Attendance is open to the interested public but may be limited to the space available. The public must make arrangements in advance to present oral statements at the meeting or may present written statements to the committee at any time. In addition, sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. Arrangements may be made by contacting the person listed under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Washington, DC on July 16, 1996.

Louis C. Cusimano,
Assistant Executive Director for General Aviation Operations, Aviation Rulemaking Advisory Committee.

[FR Doc. 96-18687 Filed 7-22-96; 8:45 am]

BILLING CODE 4910-13-M

Research, Engineering and Development Advisory Committee (R,E&D); Meeting

Pursuant to section 10(A) (2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. 2), notice is hereby given of a meeting of the FAA Research, Engineering and Development Advisory Committee. The meeting will be held on Sept. 10 & 11, 1996, at the Holiday Inn Fair Oaks, 11787 Lee Jackson Highway, Fairfax, Virginia.

On Tuesday, September 10 the meeting will begin at 9:00 a.m. and end at 5:00 p.m. On Wednesday, September 11 the meeting will begin at 8:00 a.m.