

Dated: August 27, 1996.
Joseph J. Angelo,
*Director of Standards, Marine Safety and
Environmental Protection.*
[FR Doc. 96-22207 Filed 8-29-96; 8:45 am]
BILLING CODE 4910-14-M

Federal Aviation Administration

[Summary Notice No. PE-96-43]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of petitions for
exemption received and of dispositions
of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before September 19, 1996.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: nprmcmts@mail.hq.faa.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT: Mr. Fred Haynes, (202) 267-3939, or Ms. Marisa Mullen, (202) 267-9681, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW.,

Washington, DC 20591; telephone (202) 267-7470.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11).

Issued in Washington, D.C., on August 26, 1996.

Donald P. Byrne,

Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No: 28576.

Petitioner: Taxi Aero Marilia S.A.

Sections of the FAR Affected: 14 CFR § 145.47(b).

Description of Relief Sought: To permit Taxi Aero Marilia S.A., an FAA-certified repair station (NO. QL 4Y470M), to substitute the calibration standards of the Instituto Nacional de Metrologia, Normalizacao e Qualidade Industrial (INMETRO), Brazil's national standards organization, for the calibration standards of the U.S. National Institute of Standards and Technology (NIST), formerly the National Bureau of Standards, to test its inspection and test equipment.

[FR Doc. 96-22256 Filed 8-29-96; 8:45 am]

BILLING CODE 4910-13-M

[Docket No. 28671; Notice No. 96-13]

RIN 2120-AF95

Explosives Detection Systems

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of Proposed Amendment to Criteria for Certification of Explosives Detection Systems.

SUMMARY: The FAA is proposing to amend the current Criteria for Certification of Explosives Detection Systems (hereafter referred to as "Criteria"). This amendment would introduce minimum performance standards for EDS equipment designed to identify detonators. The current Criteria, issued September 10, 1993, include minimum performance standards only for EDS equipment designed to identify main/bulk explosive charges. The proposed amendment would allow the FAA to certify EDS equipment which meets or exceeds either: (1) The minimum performance standards for explosive material categorized as main/bulk explosive charges; or (2) the minimum performance standards for explosive material categorized as detonators. This action is responsive to 49 U.S.C. 44913 [Formerly Section 108 of the Aviation Security Improvement Act of 1990,

Public Law 101-604], which requires the Administrator to certify, prior to mandating its deployment, that EDS equipment "can detect under realistic air carrier operating conditions the amounts, configurations, and types of explosive material which would be likely to be used to cause catastrophic damage to commercial aircraft."

DATES: Comments must be received on or before October 29, 1996.

ADDRESSES: Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 28671, 800 Independence Avenue, SW., Washington, D.C., 20591. Comments that include or reference national security information or sensitive security information should not be submitted to the public docket. These comments should be sent to the following address in a manner consistent with applicable requirements and procedures for safeguarding sensitive security information: Federal Aviation Administration, Office of Civil Aviation Security Operations, Attention: FAA Security Control Point, Docket No. 28671, 800 Independence Avenue, SW., Washington, D.C. 20591.

FOR FURTHER INFORMATION CONTACT: Mr. Armen Sahagian, General Engineer (ACP-400), Office of Civil Aviation Security Policy and Planning, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591, telephone (202) 267-7076.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on the notice by submitting such written data, views, or arguments as they may desire. Comments should identify the docket or notice number and be submitted in triplicate to either the Rules Docket or the FAA Security Control Point address specified above. All comments received, as well as a report summarizing each substantive unclassified public contact with FAA personnel on this notice, will be filed in the docket. The docket is available for public inspection before and after the comment closing date.

All comments received on or before the closing date will be considered by the Administrator before taking action on this notice. Late-filed comments will be considered to the extent practicable. The proposals contained in this notice may be changed in light of comments received.

Commenters wishing the FAA to acknowledge receipt of their comments

submitted in response to this notice must include with their comments a preaddressed stamped postcard on which the following statement is made: "Comments to Docket No. . ." When the comment is received, the postcard will be dated, time-stamped, and mailed to the commenter.

Availability of Document

Any person may obtain a copy of this notice by submitting a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-9680. Communications must identify the docket number of this notice.

Persons interested in being placed on a mailing list for future proposals should request from the above office a copy of Advisory Circular No. 11-2A, which describes the application procedure.

Release of National Security and Sensitive Information

The Associate Administrator for Civil Aviation Security has determined that certain portions of the proposed amended Criteria are of national security concern and require safeguarding from unauthorized disclosure pursuant to Executive Order 12356 (National Security Information). Further, pursuant to 14 CFR Part 191 (Withholding Security Information from Disclosure Under the Air Transportation Security Act of 1974), certain unclassified information has been determined to be sensitive security information. Upon request, the complete proposed amended Criteria will be provided to prospective manufacturers of explosives detection equipment, and other interested parties with a bona fide need to have the complete proposed amended Criteria, provided such persons have appropriate authorization for access to U.S. Government national security information and/or sensitive security information.

Availability of Criteria

Persons requesting access to, or a copy of, the complete text (including all classified and sensitive security information) of the proposed amended Criteria may write to the Federal Aviation Administration, Office of Civil Aviation Security Operations, Attention: FAA Security Control Point (ACO-400), Docket No. , 800 Independence Avenue, SW., Washington, DC 20591.

Individuals requesting the classified portion of the proposed amended Criteria must include information regarding authorizations and security

clearances for access to U.S. Government national security information, and sufficient explanatory information supporting the request to demonstrate a bona fide need to know the information contained in the Criteria.

Background

The proposed amended Criteria are responsive to the statutory mandate for testing and certifying EDS. The FAA has had a long-standing research and development (R&D) effort to counter the threat of explosive materials to civil aviation. Along with other technologies, the FAA invested in detonator detection R&D beginning in 1985. However, based upon early research, the FAA focused its R&D resources primarily on the detection of main/bulk explosive charges, because it appeared to be the most technologically feasible approach. The effort resulted in the September 10, 1993, Criteria [58 FR 47804], which established minimum performance standards for main/bulk explosive charges detection equipment. Recent technological advances suggest that equipment capable of detecting the different types of detonators used to initiate or detonate an explosive may also be an effective means of screening checked baggage. FAA now considers it appropriate to propose minimum performance standards for the detection of detonators.

In October 1995 the FAA completed its compilation and analyses of technical design information obtained during visits to 38 detonator manufacturers located in the United States and 20 other countries. These analyses were the most extensive examinations yet on the types, materials, and configurations of detonators. As a result, the FAA developed a comprehensive database on detonators manufactured worldwide, as well as global detonator production and consumption profiles. The types of detonators specified in this proposed amended Criteria were based, in part, upon reports which identified the types of detonators used in terrorist acts, as well as those likely to be used in future attempts to destroy or sabotage civil aviation, other modes of transportation, and physical structures. This analysis was conducted by the FAA with advice and consultation from U.S. and international explosive materials experts, and Agencies of the United States and other governments.

Development of the Proposed Amended Criteria

The primary proposed change to the September 10, 1993, Criteria is the

introduction of minimum performance standards for the detection of detonators. These standards are included in the portion of the document not published in the Federal Register because they involve national security and sensitive information. The unclassified section of the proposed amended Criteria published in this notice, contains relatively minor editorial changes. The principal purpose of these proposed changes is to state that it is possible to obtain certification of an EDS to automatically detect explosive materials in two distinct ways: either by identifying bulk/main explosive charges, or by identifying detonators.

The changes to the publicly available portion include a definition for the term "explosive material". The definition distinguishes between two principal components of explosive material: bulk/main explosive charges and detonators. To facilitate testing of EDS candidate equipment under either of the two methods of explosive material detection, the proposed amended Criteria references separate management test plans. The FAA previously developed a management test plan for EDS certification of bulk/main explosive charges detection equipment. A Notice of Availability of the draft management test plan was published in the Federal Register on June 22, 1993, for public comment [58 FR 33967]. That management test plan, entitled FAA Management Plan for EDS Certification Testing, was based upon the National Academy of Science's General Testing for Protocol for Bulk Explosive Detection Systems. A separate management test plan for EDS certification of detonator detection equipment is currently being developed. The FAA expects to issue a Notice of Availability of a draft management test plan for EDS certification of detonator detection equipment in the near future.

Additionally, the FAA is proposing to delete references to "checked baggage in international operations" and replace them with a more general reference to "checked baggage." While the current rule in 14 CFR 108.20 is limited to the screening of checked baggage for international flights, certification as to the inherent capability of an EDS to detect explosive materials in checked baggage is not a function of the origin or destination of the flight on which the bag is transported. The FAA believes that it is important to separate certification issues from the economic and policy issues related to deployment.

The FAA is not proposing any substantive changes to the minimum performance standards for EDS

certification of bulk/main explosive charges detection equipment. Nor do the proposed minimum performance standards for EDS certification of detonator detection equipment embody any change to other aspects of the September 10, 1993, Criteria (e.g., throughput rate, overall detection rate, false alarm rate). The FAA is soliciting comments only on those portions of the proposed amendment that represent a change from the September 10, 1993, Criteria.

Regulatory Evaluation

The FAA has considered the impact of this proposed amendment to the EDS Criteria as required under Executive Order 12866 and under the Department of Transportation's regulatory policies and procedures. The FAA has determined that this action is not significant under either of these directives. In addition, the FAA has determined that no cost-benefit analysis is needed for the amendment of the Criteria and related matters such as the Management Test Plans. Any final EDS deployment decision will be subject to further review, according to the requirements of Executive Order 12866. In this regard, the Department determined that the rule authorizing deployment of an EDS for screening international flights was a major rule as defined in the Executive Order. Based upon circumstances and information available at the final rule stage in 1989, the FAA determined that the EDS available at that time, the Thermal Neutron Analysis (TNA) device, would be cost-beneficial. The FAA has not required, nor will it require the deployment of TNA or any other EDS until such equipment meets the prescribed requirements of 49 U.S.C. 44913. The FAA's deployment strategy requires deployment of effective EDS equipment in a cost-effective manner.

Information relevant to deployment decisions was developed in the 1989 final rule [54 FR 36946] in terms of the development, installation, and annual operating costs of a TNA device. However, as the EDS certification process proceeds and policies affecting EDS deployment are developed, all relevant issues influencing the ultimate decision on the timing and scope of deployment will be reviewed. The FAA will analyze the information submitted by manufacturers during the certification testing process to determine its effect on the scope and timing of deployment.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensue

that small entities are not unnecessarily burdened by government regulations. The RFA requires agencies to review rules that may have a "significant economic impact on a substantial number of small entities." Small entities are independently owned and operated small businesses and small not-for-profit organizations.

Under FAA Order 2100.14A, the criterion for a "substantial number" is a number that is not less than 11 and that is more than one-third of the small entities subject to the rule. This Order indicates size and "significant impact" thresholds for specific entity types related to the aircraft industry. There is no entity categorization in this Order for manufacturers of this type of equipment. The closest applicable Standard Industrial Classification for these manufacturers is No. 3728, which is for "manufacturers of aircraft parts and auxiliary equipment not elsewhere classified." For such small entities, the applicable size threshold is 175 employees. The FAA's threshold for "significant impact" for each of these manufacturers is \$13,130 per year.

The small entities that could be potentially affected by the implementation of this proposed action are small business enterprises that are or might seek to become manufacturers of EDS equipment. The number of small business enterprises that are in, or that might seek to enter, this market cannot be determined.

The proposed amended Criteria would impose minimal costs on those small business enterprises. These costs are primarily for obtaining access to or copies of the classified and sensitive security information portions of these proposed amended Criteria. Because the incremental cost imposed by this proposed action is expected to be small and certainly less than the aforementioned threshold level (\$13,130 per year), the FAA finds that this proposed action would not have a significant economic impact on a substantial number of small entities.

International Civil Aviation Organization (ICAO) and Joint Aviation Regulations

In keeping with U.S. obligations under the Convention on International Civil Aviation, it is FAA's policy to comply with ICAO Standards and Recommended Practices to the maximum extent practicable. The FAA is not aware of any differences that this proposal would present if adopted. Any differences that may be presented in comments to this proposal, however, will be taken into consideration.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507 (d)), there are no requirements for information collection associated with this proposal.

The Proposed Amendment Criteria (Excluding Sensitive Portions)

The following sets forth the entire text of the proposed amended Criteria except those portions of the document that contain either national security information that requires safeguarding pursuant to Executive Order 12356, or sensitive security information that requires safeguarding pursuant to 14 CFR part 191. [Note: Paragraph markings (U) indicate that the content of the paragraph is unclassified consistent with standard procedures for paragraph markings in the original classified document.]

[Authority: 49 U.S.C. 106(g), 5103, 40113, 40119, 44701–44702, 447505, 44901–44905, 44907, 44913–44914, 44932, 44935–44936, 46105.]

Criteria for Certification of Explosives Detection Systems

Introduction

(U) Prior to any requirement for the deployment or purchase of explosives detection equipment under 14 CFR 49 U.S.C. 44913 [formerly Section 108 of the Aviation Security Improvement Act of 1990, Public Law 101–604], requires the FAA to certify that, based upon the results of tests conducted pursuant to protocols developed in consultation with experts from outside the FAA, such equipment can detect under realistic air carrier operating conditions the amounts, configurations, and types of explosive materials likely to be used in attacks against commercial aircraft.

(U) These criteria establish the minimum acceptable performance requirements for an Explosives Detection System (EDS) to meet the mandate of 49 U.S.C. 44913 for certification by the FAA, and supersede previous EDS performance requirements established by the FAA.

Explosive Materials Definition

(U) For purposes of these Criteria for Certification of Explosives Detection Systems: "Explosive materials" consist of bulk/main explosive charges and detonators; a "bulk/main explosive charge" is an explosive which may be detonated or initiated by a detonator; and a "detonator" is a device, containing an initiating or primary explosive, used for initiating detonation of the bulk/main explosive charge.

Explosives Detection System (EDS) Definition

(U) An EDS is an automated device, or combination of devices, which has the ability to detect, in passengers checked baggage, the amounts, types, and configurations of explosive materials as specified by the FAA. The term "automated" means that the ability of the system to detect explosive materials, prior to the initial automated system alarm, does not depend on human skill, vigilance, or judgment.

[*Sensitive Portion of Document Deleted:* In the full text of the classified Criteria document, this portion addresses alarm resolution requirements subsequent to the initial automated alarm.]

General Operational Requirements

(U) The EDS must detect and differentiate explosive materials from among all other materials found in checked baggage.

(U) The detection must not be dependent on the shape, position, orientation, or configuration of the explosive materials.

(U) The EDS must not pose a health hazard to system operators or the public (as detailed in 10 CFR 20, 51 [Nuclear Radiation] and 21 CFR 1020 [Ionizing Radiation]).

(U) The EDS must not cause damage or significant residual alteration of the luggage or its contents, other than highly sensitive materials such as photographic film.

Detection Requirements

(U) The detection of explosive materials in checked baggage is affected by the type, quantity, and configuration of the bulk/main explosive charges or detonators, as well as the bag and its contents. Depending on the type of detection equipment used, the EDS must reliably detect a mix of types and quantities of explosive materials selected by the FAA when any of these charges or detonators are present in checked baggage.

(U) The term "checked baggage" applies to all passenger bags destined for the cargo hold, including originating and transfer baggage, regardless of whether or not the bags accompany a passenger on a particular flight.

[*Sensitive Portion of Document Deleted:* In the full text of the classified Criteria, this portion contains two tables. The first table identifies the types and quantities of explosive materials (bulk/main explosive charges) that must be detected, the minimum detection rate for each category of bulk/main explosive charges, and the overall detection and maximum false alarm rates. The first

table also specifies the requirement to detect the minimum quantity and larger quantities of each listed bulk/main explosive charge. The second table lists the makes, models, and U.N. classification numbers of detonators that must be detected, and the overall detection and maximum false alarm rates. The throughput requirement that appears in both the main/bulk explosive charges and detonator tables, is quoted in the Overall Performance Requirements section below, because it is the only item that is not sensitive security information.]

Overall Performance Requirements

(U) All the criteria pertaining to detection rate, false alarm rate, and throughput are based exclusively on the fully automated component(s) or element(s) of the system.

[*Sensitive Portion of Document Deleted:* In the full text of the classified Criteria document, this portion includes information regarding requirements for no human intervention, detection rate, and false alarm rate.]

(U) The cumulative minimum automated system throughput processing rate during the certification tests must be at least 450 bags/hour (not including alarm resolution).

Other Operational Considerations

(U) In addition to the mandatory criteria discussed above, there are a number of other operational considerations that will influence any future FAA decision to require the purchase, deployment, and use of EDS for screening checked baggage. While these considerations are not mandatory for certification of EDS equipment, they should be factored into development and design decisions made by potential manufacturers and vendors of EDS equipment.

(U) The FAA has not yet established precise EDS parameters which would serve to define what is practical or cost-effective (e.g., precise physical characteristics such as unit weight and size, or precise unit cost). Given the variety of airport and air carrier operating environments, the FAA does not wish to foreclose the development of technologies which may work under some, but not all, operating conditions.

(U) The FAA can, however, provide potential manufacturers and vendors, as well as air carriers and airports, with the following guidance. In general, EDS equipment that is less costly, smaller, and lighter is more practical for use in a variety of airports than a system that is more expensive, larger, and heavier—especially if such equipment would require separate structures or substantial

modifications of existing terminal structures for installation or operation. Also, systems which are easily operated and maintained, and are proven to be reliable, will be more acceptable than systems that require extensive specialized training for operation, calibration, and maintenance.

(U) In addition, systems with throughput rates that substantially exceed the minimum rate established in the certification criteria are operationally more efficient in many applications, and are less likely to cause delays and congestion when large numbers of passenger bags must be screened in short periods of time. Further, systems that can be more easily integrated into existing passenger and baggage processing systems would presumably be more acceptable to potential users.

(U) Trade-offs are often made among these and other operational considerations during the course of system design. For example, reliability, maintainability, and availability can usually be improved, but often at the expense of an increase in purchase price. While such trade-offs may not affect certification, they will be considered during decisionmaking to require deployment of certified EDS.

System Certification

(U) The FAA will certify EDS equipment based upon the mandatory detection criteria and develop a list of certified equipment that would be eligible for use by air carriers. Additional action must be taken by the FAA to require the deployment of certified EDS to screen checked baggage. [*Sensitive Portion of Document Deleted:* In the full text of the classified Criteria document, this portion contains information on the Act's requirement to detect likely-to-be-used explosive materials.]

(U) The FAA will not require air carriers to use certified EDS equipment until such time as the FAA determines that such equipment is available in sufficient quantities to satisfy air carrier and airport operational concerns, and is practical for use under realistic air carrier operating conditions (e.g., cost, size, weight, reliability, maintainability, and availability), and cost-effective.

(U) The FAA will only certify complete systems. It will not certify or allow for use, individual component devices. Prior to final certification, the FAA will require manufacturers and vendors to provide full system documentation. This documentation will include, but is not limited to: recommended system installation and calibration procedures; minimum

essential test equipment and devices; routine field testing procedures and test objects to be used; routine and emergency operating procedures; field preventative maintenance and repair procedures; and, training programs.

Certification Testing

(U) Testing of bulk/main explosive charges detection equipment presented to the FAA for EDS certification, will be performed in accordance with the FAA's Management Plan for EDS Certification Testing, based upon a General Testing Protocol for Bulk Explosives Detection Systems, (National Advisory Board, final report 1993).

(U) Testing of detonator detection equipment presented to the FAA for EDS certification, will be performed in accordance with the FAA's Management Plan for EDS Certification Testing of Detonator Detection Equipment, based upon FAA's General Testing Protocol for Detonator Detection Systems.

(U) The FAA Technical Center in Atlantic City, New Jersey will perform certification tests for producers of candidate explosives detection systems. The EDS Certification Test Director in the Office of Aviation Security Research and Development is the point of contact.

(U) As required by both the FAA Management Plan for EDS Certification Testing, and the FAA Management Plan for EDS Certification Testing of Detonator Detection Equipment, manufacturers seeking FAA certification for their candidate EDS must submit complete descriptive data and their test results to the FAA prior to receiving permission to ship their equipment to the FAA Technical Center. The FAA reserves the right to visit manufacturers' facilities for technical quality assurance purposes, require and/or monitor in-house tests, and review associated data prior to granting permission to ship equipment for certification testing.

(U) There may be extenuating circumstances that make it impractical for the equipment to be accommodated at the FAA Technical Center. Therefore, the FAA will consider requests for an exception that would permit equipment to be tested at a facility other than the FAA Technical Center. The written request must explain in detail why an exception is in the best interest of the U.S. Government and indicate the methods and procedures that will be used to conduct a test equivalent to those conducted at the FAA's facility.

(U) The FAA may recognize, on a reciprocal basis, EDS testing and certification conducted by a foreign government's aviation security organization. Such recognition by the FAA will be considered only if certain

conditions are met. These conditions include, but are not limited to, the negotiation of an appropriate security technical exchange agreement which assures compliance with the FAA Criteria for Certification of Explosives Detection Systems using strict quality control procedures that are consistent with FAA testing procedures. The agreement must also provide for full reciprocity for certifications issued by both the foreign government aviation security organization and the FAA.

(U) All direct costs associated with testing and certification (e.g., insurance, shipping, installation, set-up technical operation, maintenance, calibration, disassembly, and FAA laboratory testing costs) must be borne by the manufacturers or vendors. Both the FAA Management Plan for EDS Certification Testing, and the FAA Management Plan for EDS Certification Testing of Detonator Detection Equipment contain specific information on the incremental costs associated with tests performed at the FAA Technical Center facilities, or other locations.

[Sensitive Portion of Document Deleted: In the full text of the classified Criteria, this portion contains information pertaining to test objects used in EDS certification testing.]

Component Testing

(U) As part of the FAA Security R&D program, the FAA Technical Center evaluates explosives detection devices (EDD), that do not meet all of the EDS performance standards. An EDD is an automated, uncertified EDS that is capable of meeting the partial detection requirements for bulk/main explosive charges, or detonators in the criteria. For instance, some of the devices that the FAA has evaluated have relatively low throughput rates and higher false alarm rates than the maximum acceptable rate. It will be possible under certain circumstances, for example, for a manufacturer of an automated EDD to have the FAA test and evaluate the device, even though it is not expected to fully meet the EDS certification criteria (e.g., false alarm rate or throughput).

(U) Although only complete systems can be certified, the FAA may attest to the performance, of, but not certify or approve for use, EDDs or individual components. Attesting to the performance of EDDs is intended to assist manufacturers and vendors who are seeking partners with whom they can create a functioning EDS composed of multiple devices.

(U) Testing of EDDs will only be conducted: (1) On a first-come, first-served basis; (2) if adequate resources

and facilities are available at the FAA Technical Center to permit such testing (The FAA will also consider requests to test the equipment at a facility other than the FAA Technical Center; these requests will be given the lowest priority and will be performed only if it does not delay other testing being performed by the FAA Technical Center.); (3) at a lower precedence than EDS certification testing; and (4) if the FAA determines from the manufacturer's test data that there is a substantial likelihood that the device will meet the partial detection criteria.

Issued in Washington, D.C. on August 22, 1996.

Cathal L. Flynn,

Associate Administrator for Civil Aviation Security.

[FR Doc. 96-22251 Filed 2-29-96; 8:45 am]

BILLING CODE 4910-13-M

Availability of Solicitation for Aviation Research Grants and Cooperative Agreements

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Cancellation of Closing Date.

SUMMARY: The Federal Aviation Administration (FAA) is cancelling the closing date on Grants for Aviation Research Program Solicitation No. 96.1 until further notice. This cancellation increases opportunities to provide maximum safety in the national air space system. Proposals may be submitted for grants and cooperative agreements which address the long and short-term technical needs of the National Airspace System (NAS) pursuant to Section 9205, Aviation Research Grant Program, and Section 9208, Catastrophic Failure Prevention Research Program, of the FAA Research, Engineering, and Development Authorization Act of 1990 (Pub. L. 101-508), and section 107 of the Aviation Security Improvement Act of 1990 (Pub. L. 101-604).

DATES: Proposals may be submitted to the address below until further notice.

ADDRESSES: Inquiries or requests for a solicitation and application material should be directed to: Colleen Peranteau, AAR-201, Office of Research and Technology Applications, William J. Hughes Technical Center, Building 270, Room B115, Atlantic City International Airport, New Jersey 08405, Voice: (609) 485-8410, Fax: (609) 485-6509.