

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.

**SUPPLEMENTARY INFORMATION:****Background**

Title IX, The Aircraft Safety and Capacity Expansion Act of 1990 (Pub. L. 101-508), Section 9205, states its purpose is "to conduct aviation research into areas deemed by the Administrator to be required for the long-term growth of civil aviation." The Catastrophic Failure Prevention Research Grant Program, Section 9208, directs the FAA "to conduct aviation research relating to development of technologies and methods to assess the risk and prevent defects, failures, and malfunctions of products, parts, processes, and articles manufactured for use in aircraft, aircraft engines, propellers, and appliances which could result in a catastrophic failure of an aircraft." And the Aviation Security Grant Program (Pub. L. 101-604) provides for grants for "the conduct of research, development, and implementation of technologies and procedures to counteract terrorist act against civil aviation."

A detailed description of specific research areas, additional requirements, and selection criteria are set out in the solicitation: Grants for Aviation Research, Solicitation 96.1.

Dated: August 16, 1996.

Andres G. Zellweger,

*Director, Office of Aviation Research.*

[FR Doc. 96-22255 Filed 8-29-96; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application (#96-01-C-00-ALS) To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at San Luis Valley Regional Airport—Bergman Field, Submitted by the San Luis Valley Regional Airport Board of Control, Alamosa, Colorado**

**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 San Luis Valley Regional Airport under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before September 30, 1996.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Alan E. Wiechmann, Manager; Denver Airports District Office, DEN-ADO; Federal Aviation Administration;

5440 Roslyn, Suite 300; Denver, CO 80216-6026.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Michael M. Hackett, Airport Manager, at the following address: San Luis Valley Regional Airport Board of Control, P.O. Box 419, Alamosa, CO 81101.

Air carriers and foreign air carriers may submit copies of written comments previously provided to San Luis Valley Airport Board of Control, under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:**

Mr. Christopher Schaffer, (303) 286-5525; Denver Airports District Office, DEN-ADO; Federal Aviation Administration; 5440 Roslyn, Suite 300; Denver, CO 80216-6026. 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 (#96-01-C-00-ALS) to impose and use PFC revenue at San Luis Valley Regional Airport, under the provisions of 49 U.S.C. 40117 and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 23, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the San Luis Valley Airport Board of Control, Alamosa, Colorado, 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 November 29, 1996.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date: March 1, 1997

Proposed charge expiration date: May 1, 2024

Total requested for use approval: \$288,835.87

Brief description of proposed project: Construction of parallel taxiway, including related signage and marking.

Class or classes of air carriers which the public agency has requested not be required to collect PFC's: All taxi/commercial operators filing or required to file FAA form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airport Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue, S.W., 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 San Luis Valley Regional Airport.

Issued in Renton, Washington on August 23, 1996.

David A. Field,

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

[FR Doc. 96-22254 Filed 8-29-96; 8:45 am]

BILLING CODE 4910-13-M

**Federal Highway Administration**

**[FHWA Docket No. 96-27]**

**Notice of Request for Extension of Currently Approved Information Collection; Highway Performance Monitoring System**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 USC 3501, 3506(c)(2)(A)), the FHWA solicits comment on its intent to request the Office of Management and Budget (OMB) to extend the information collection for FHWA's Highway Performance Monitoring System.

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

**ADDRESSES:** All signed, written comments should refer to the docket number that appears at the top of this document and must be submitted to HCC-10, Room 4232, Office of the Chief Counsel, Federal Highway Administration, 400 Seventh Street, SW., Washington, DC 20590. All comments received will be available for examination at the above address from 8:30 a.m. to 3:30 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard/envelope.

**FOR FURTHER INFORMATION CONTACT:** Mr. James Getzewich, Highway System Performance Division, Office of Highway Information Management, (202) 366-0175, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590. Office hours are from 7:30 a.m. to 4:00 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:**

*Title:* Highway Performance Monitoring System. (HPMS).  
*OMB Number:* 2125-0028.