

agenda discussion topics should mail their recommendations directly to Commander (mpb), also at the address provided above.

Completed registration forms and fees should be mailed directly to the address above.

Dated February 5, 1996.

Paul M. Blayney,

*Rear Admiral, United States Coast Guard,
Commander, Second Coast Guard District.*

[FR Doc. 96-3252 Filed 2-13-96; 8:45 am]

BILLING CODE 4910-14-M

Office of the Secretary, Office of Aviation Analysis

Notice of Request for Extension and Revision of a Currently Approved Information Collection

AGENCY: Office of the Secretary, DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 35, as amended) this notice announces the Department of Transportation's (DOT) intention to request an extension for and revision to a currently approved information collection.

DATES: Comments on this notice must be received by April 15, 1996.

ADDRESSES: Comments should be sent to the Special Authorities Division (X-57), Office of Aviation Analysis, Office of the Secretary, U.S. Department of Transportation, 400 7th Street, S.W., Washington, DC 20590-0002.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Keller or Mr. Charles McGuire, Office of the Secretary, Office of Aviation Analysis, X-57, Department of Transportation, at the address above. Telephone: (202) 366-1031/4534.

SUPPLEMENTARY INFORMATION:

Title: Exemptions For Air Taxi and Commuter Air Carrier Operations.

OMB Control Number: 2106-0031.

Expiration Date: March 31, 1996.

Type of Request: Extension for and revision to a currently approved information collection.

Abstract: In 14 CFR Part 298 of its Economic Regulations the Department established two classifications of air carriers known as air taxi operators and commuter air carriers. The latter are air taxi operators that also offer scheduled passenger service. Generally, these carriers are small businesses and operate only aircraft of limited size. In Part 298 the Department has exempted these carriers from certain requirements

of Chapter 411 of Title 49 of the United States Code to permit them to obtain operating authority by filing a single-sheet informational form, and otherwise complying with the provisions of Part 298. If this exemption did not exist these carriers would be required to formally seek operating authority by the lengthy and more costly process of applying for an operating certificate under Chapter 411.

The collection involved here requests only general information about a carrier. This information includes a list of the aircraft the carrier intends to use in its business. This list enables the Department to assure that liability insurance exists for these aircraft and, from a safety standpoint, it alerts the Federal Aviation Administration as to which of the carrier's aircraft must undergo an air taxi airworthiness examination. The collection is also used by the Department to protect the competitive interests of the air taxis. For example, each carrier is required to provide citizenship information in order that the Department can assure that the company qualifies as a U.S. citizen under Chapter 401 of the United States Code.

Respondents: Small air carriers operating aircraft with 60 seats or less or 18,000 pounds payload or less.

Estimated Number of Respondents: 2,119.

Average Annual Burden per Respondent: 30 minutes.

Estimated Total Burden on Respondents: 1,060 hours.

This information collection is available for inspection at the Special Authorities Division (X-57), Office of Aviation Analysis, DOT, at the address above. Copies of 14 CFR Part 298 can be obtained from Mr. Scott Keller at the address and telephone number shown above.

Comments are Invited on: (a) Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; (b) the accuracy of the Department's estimate of the burden of the proposed information collection; (c) ways to enhance the quality, utility and clarity of the information to be collected; and (d) ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC on February 5, 1996.

John V. Coleman,

Office of Aviation Analysis.

[FR Doc. 96-3004 Filed 2-13-96; 8:45 am]

BILLING CODE 4910-62-P

Federal Aviation Administration

Availability of Solicitation for Center of Excellence (COE) in Operations Research

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: The FAA is soliciting competitive proposals from academic institutions to form an aviation operations research Center of Excellence (COE). The COE will be a consortium consisting of the FAA, universities, airlines, and other private industry to work collectively on business and operational issues of mutual interest and concern.

DATES: The closing date for submitting final proposals is April 15, 1996.

ADDRESSES: Solicitation packages may be obtained by contacting the COE Program Office. Contact Ms. Patricia Watts or Mr. David Nesterok, Office of Research and Technology Applications, AAR, Building 270, Atlantic City International Airport, New Jersey, 08405, Fax Number (609) 485-6509.

SUPPLEMENTARY INFORMATION: The FAA intends to award a grant to establish a Center of Excellence in Operations Research to a qualified college university, or to a team of such institutions.

The FAA has identified a need for a Center of Excellence in aviation operations research. The need was determined by surveying the aviation transportation community. This survey identified a series of functional areas that best represent the concerns of a broad spectrum of aviation transportation users. Accordingly, the Center will conduct basic research in the following seven functional areas:

1. Air Traffic Control
2. Human-in-the-Loop Systems
3. System Performance and Assessment Measures
4. Flow Control, Scheduling, and Work Load Distribution
5. Operations Research and Simulation "Tool kit" Enhancements
6. Inter and Intra Governmental Communication, and Communications among FAA and Airspace Users
7. Navigation, Communication, and Data Transfer

Eligibility

Colleges and universities are eligible for continuing grants to establish a Center of Excellence in Operations Research. The FAA is seeking to ensure an equitable geographical distribution of funds and to encourage the inclusion of minority institutions.

Matching Funds Requirement

A Center of Excellence receives funding annually in the form of single or multiple continuing research grants over a three-year period. The federal government provides 50 percent of the cost to establish and operate a Center of Excellence. The institution must show a continuing source of non-Federal matching funds available for the remaining research and operational expenses at the Center. Once the COE is established, a fiscal report declaring the sources and amount of funding and expenditures must be submitted for review every six (6) months to The Office of Research and Technology Applications at the FAA Technical Center. A full review and grant close-out takes place at the conclusion of each three-year phase.

The Center of Excellence and the agency shall agree upon the maximum expected costs in each fiscal year. Any cost incurred in excess of the maximum costs agreed upon with the agency shall be the sole obligation of the Center of Excellence.

The Center of Excellence is expected to account for all funds granted and matched, utilized to establish, operate, and conduct the specified research activities of the Center of Excellence.

Maintenance of Effort and Center Operations

The Center of Excellence is required to maintain its aggregate expenditures from all other sources for establishing and operating the Center of Excellence and related research activities at or above the average level of such expenditures in its two (2) fiscal years preceding November 5, 1990. The establishment of a Center of Excellence is intended to augment the level of aviation research activities at the institution.

The Center of Excellence shall maintain a close working relationship with the corresponding agency research program office. This relationship shall extend to participation in conferences, meetings, joint research efforts, and submission of significant activity reports to the FAA on a routine basis. The COE shall prepare quarterly and semi-annual reports, and a fully inclusive annual report on research

projects and fiscal expenditures, and shall host an on-site review of all research activities.

The FAA may require the COE to hold an annual joint symposium with the agency on topics relating to the status and results of the designated technology area. Researchers at the COE may serve as consultants by providing technical advice to the sponsoring agency program office. They may also be asked to participate on major planning and investigative committees related to operations research.

The COE will be selected on the basis of the following criteria mandated by Congress:

- The extent to which the needs of the State in which the applicant is located are representative of the needs of the region for improved air transportation services and facilities.
- The demonstrated research and extension resources available to the applicant for carrying out the intent of the legislation.
- The capability of the applicant to provide leadership in making national and regional contributions to the solution of both long-range and immediate air transportation problems.
- The extent to which the applicant has an established air transportation program.
- The demonstrated ability of the applicant to disseminate results of air transportation research and educational programs through a statewide or region-wide continuing education program.
- The research projects that the applicant proposes to carry out under the grant.

Research Area

The COE is envisioned as a source of exceptional expertise in aviation operations research. We anticipate the COE will attract interest from other organizations such as the airline industry, other industrial groups, and governmental entities to solve unique and difficult aviation transportation problems. These other organizations may contribute funding to the COE. This work will require members of the COE to carry out sophisticated research on contemporary aviation transportation issues as noted in the seven functional areas. The functional areas are intended to give applicants a fee for the complexity and scope of work that may be required of the COE. Typical research areas may include, but are not limited to, issues such as free flight, airport or airspace capacity, controller workload, threat modeling, program analysis, risk assessment, and resource allocation.

The COE may anticipate that work will not be required in all functional areas at the same time. Nevertheless the COE must anticipate that, over the life of the COE, work may be required in any of these functional areas from time to time. The COE should thus develop a plan that anticipates being able to do work in each of these functional areas as the COE matures and attracts more business. This philosophy reflects the FAA's vision of the DOE as a long-term, consistent, dependable source for tackling aviation operations research issues.

Who May Apply

1. Colleges and universities may submit proposals for continuing grant awards to establish and operate the Center of Excellence in Operations Research.

2. Individuals are not eligible for a COE designation and do not qualify for grants under this programs.

3. Before final proposal submission, the proposal may be discussed with the Center of Excellence Program Manager, Ms. Patricia Watts, or the Program Technical Advisor, David Nesterok, at (609) 485-5043/(609) 485-4042, or Fax (609) 485-6509.

Award Date

The final selection of the Center of Excellence in Operations Research will be announced by the Administrator within this fiscal year.

Issued in Atlantic County, New Jersey on February 7, 1996.

Andres Zellweger,
Director, Office of Aviation Research, AAR-1.

[FR Doc. 96-3295 Filed 2-13-96; 8:45 am]

BILLING CODE 4910-13-M

Federal Aviation Administration

Notice of Intent To Distribute and Request Comment on the National Airspace System (NAS) Architecture, Version 1.5

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Distribute and Request Comment on the NAS Architecture, Version 1.5.

SUMMARY: The FAA Office of System Architecture and Program Evaluation has developed a working version of the NAS Architecture. This working draft version of the architecture, Version 1.5, has not been formally coordinated with