

GRANT, September 30, 1996, Exemption No. 1637S.

Docket No.: 25053

Petitioner: Crew Pilot Training, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e)(2) and (3), and (g); 61.67(d)(2); 61.157(d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To permit the petitioner to use FAA-approved simulators to meet certain flight experience requirements of part 61. *GRANT, October 31, 1996, Exemption No. 6539.*

Docket No.: 26897

Petitioner: Northwest Aerospace Training Corporation

Sections of the FAR Affected: 14 CFR 121.411 (a)(2), (a)(3), and (b)(2); 121.413 (b), (c) and (d); and appendix H to part 121

Description of Relief Sought/

Disposition: To allow certain Northwest Aerospace Training Corporation instructors listed in the petitioner's FAA-approved curriculum to serve as instructors or check airmen in simulators when under contract with part 121 certificate holders who contract with the petitioner, without these persons having received ground and flight training in accordance with a training program approved under subpart N of part 121. Additionally, this exemption as amended permits the petitioner's instructors who serve in advanced simulators, without being employed by the certificate holder for 1 year, to receive applicable training in accordance with the provisions of this exemption. *GRANT, October 31, 1996, Exemption No. 5538C.*

Docket No.: 26957

Petitioner: C.A.E., Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5555B.*

Docket No.: 27011

Petitioner: United Airlines, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and

(d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d)(1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5572B.*

Docket No.: 27086

Petitioner: Bombardier, Inc.

Sections of the FAR Affected: 14 CFR 61.55(b)(2); 61.56(c)(1); 61.57 (c) and (d); 61.58 (c)(1) and (d); 61.63 (c)(2), and (d) (2) and (3); 61.65 (c), (e) (2) and (3), and (g); 61.67(d)(2); 61.157 (d) (1) and (2), and (e) (1) and (2); 61.191(c); and appendix A to part 61.

Description of Relief Sought/

Disposition: To allow the petitioner to use Federal Aviation Administration (FAA)-approved simulators to meet certain flight experience requirements of part 61. However, due to recent changes in the Federal Aviation Regulations (FAR), the FAA has determined that it is necessary to amend the petitioner's exemption. *GRANT, October 31, 1996, Exemption No. 5617B.*

Docket No.: 28513

Petitioner: Evergreen International Aviation, Inc.

Section of the FAR Affected: 14 CFR 135.180(a)

Description of Relief Sought/

Disposition: To permit the petitioner, subject to certain conditions and limitations, to operate certain airplanes in Angola, Africa in direct support of United Nations peacekeeping efforts, without being equipped with approved traffic alert and collision avoidance system (TCAS) equipment. *GRANT, October 25, 1996, Exemption No. 6467B.*

Docket No.: 28660

Petitioner: The Collings Foundation

Sections of the FAR Affected: 14 CFR 91.315, 91.319(a), 119.5(g) and 119.21(a)

Description of Relief Sought/

Disposition: To permit the petitioner to operate its former military Boeing B-17 airplane, that holds a limited airworthiness certificate, and its Consolidated B-24 airplane, that holds an experimental airworthiness certificate, for the purpose of carrying passengers on local flights in return for receiving donations. *GRANT, November 8, 1996, Exemption No. 6540.*

Docket No.: 28673

Petitioner: EAA Aviation Foundation, Inc. and Experimental Aircraft Association, Inc.

Sections of the FAR Affected: 14 CFR 91.315, 119.5(g) and 119.21(a)

Description of Relief Sought/

Disposition: To allow EAA to operate its former military Boeing B-17 airplane, that holds a limited airworthiness certificate, for the purpose of carrying passengers on local flights in return for receiving compensation. *GRANT, November 8, 1996, Exemption No. 6541.*

Docket No.: 28688

Petitioner: Eagle Broadcasting Network, Inc.

Sections of the FAR Affected: 14 CFR 135.143(c)(2)

Description of Relief Sought/

Disposition: To allow the petitioner to operate certain aircraft without a TSO-C112 (Mode S) Transponder installed. *GRANT, October 31, 1996, Exemption No. 6535.*

Docket No.: 28703

Petitioner: Brookville Air Park

Sections of the FAR Affected: 14 CFR 135.143(c)

Description of Relief Sought/

Disposition: To permit the petitioner to operate its Cessna 421 (Registration No. N8AV, serial No. 421B0663) aircraft under part 135 without a TSO-C112 (Mode S) transponder installed. *GRANT, October 25, 1996, Exemption No. 6538.*

[FR Doc. 96-31863 Filed 12-13-96; 8:45 am]

BILLING CODE 4910-13-M

Availability of Solicitation for Center of Excellence (COE) in Airworthiness Assurance

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of availability.

SUMMARY: The FAA is soliciting competitive proposals from academic institutions to form an airworthiness assurance Center of Excellence (COE). A COE is that entity at a college or university designated as the principal focus for long-term research in selected areas of aviation technology. Centers of Excellence are designated through an evaluation and award procedure established pursuant to Title IX of Public Law 101-508, the FAA Research Engineering and Development Authorization Act of 1990. The FAA will provide long-term funding to establish and operate the COE in support of airworthiness assurance. The grant recipient is required to match FAA funds with non-Federal funding over the term of the grant.

DATES: The closing date for submitting final proposals is February 15, 1997.

ADDRESSES: Solicitation packages may be obtained by contacting Ms. Patricia Watts, Office of Research and Technology Applications, AAR-201, Building 270, Atlantic City International Airport, New Jersey 08405, phone number (609) 485-5043, facsimile number (609) 485-6509. Before final proposal submission, the proposal may be discussed with the Centers of Excellence Program Manager.

SUPPLEMENTARY INFORMATION: The FAA intends to award a 50-50 cost share cooperative agreement to establish a Center of Excellence in Airworthiness Assurance to a qualified college or university, or to a team of such institutions. The cooperative agreement will be awarded in 3 year increments up to a maximum of 10 years. It is the FAA's intent to fund a minimum of \$1.5 million over the first three years. It is also the intent of the FAA to award a single-source indefinite delivery indefinite quantity (IDIQ) contract to the winner of the competition, under which orders may be placed for developmental products.

The FAA has identified a need for a Center of Excellence in airworthiness assurance. The Center will conduct research which includes the entire spectrum (i.e. basic research through engineering development, prototyping and testing) within the scope of Airworthiness Assurance. This scope includes, but is not limited to, the following five functional areas:

1. Maintenance, Inspection, and Repair;
2. Crashworthiness;
3. Propulsion and Fuel Systems Safety Technologies;
4. Landing Gear Systems Performance and Safety; and/or
5. Advanced Materials.

The FAA intends to provide long-term funding to establish and operate a prestigious partnership with academia, industry and government. To this end, the FAA encourages offerors to team with organizations that compliment their expertise from academia, industry, state/local government and other governmental agencies. The successful offeror is required to match FAA grant funds with non-federal funding over the term of the cooperative agreement. Matching funds are not required for any orders placed under the IDIQ contract. Separate cost-sharing contracts may be awarded when deemed appropriate.

Eligibility

Colleges and universities are eligible for cooperative agreements to establish a Center of Excellence in airworthiness assurance. Individuals are not eligible for a COE designation and do not qualify for grants under this program. 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 FAA 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 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 airworthiness assurance.

Selection Criteria

The COE will be selected primarily on technical merit and the ability of the team to meet the following criteria mandated by the enabling legislation, Public law 101-508:

- 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.

Award Date

The final selection of the Center of Excellence in Airworthiness Assurance will be announced within this fiscal year, which ends September 30, 1997.

Issued in Atlantic County, New Jersey on December 4, 1996.

Patricia Watts,
*Program Manager, FAA Centers of Excellence
Program Office, AAR-201.*

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