

## Background

In 1988, the Aerospace Industries Association (AIA) initiated a study of airplane turbine engine power-loss and instability phenomena that were attributed to operating in inclement weather. AIA, working with the Association European des Constructeurs de Materiel Aerospacial (AECMA), concluded that a potential flight safety threat exists for turbine engines installed on airplanes when operating in an extreme rain or hail environment. AIA and AECMA further concluded that the rain and hail ingestion requirements contained in section 33.77 do not adequately address these threats. Consequently the Federal Aviation Administration has issued a notice of proposed rulemaking (61 FR 41688, dated August 9, 1996), proposing changes to the water and hail ingestion standards.

This advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 40113, 44701, 44702, 44704, provides guidance for these proposed requirements.

Issued in Burlington, Massachusetts, on August 27, 1996.

Jay J. Pardee,

*Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 96-22689 Filed 9-4-96; 8:45 am]

BILLING CODE 4910-13-M

## Centers of Excellence in Airworthiness Assurance; Meeting

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of information meeting for FAA Aviation Research Center of Excellence (COE) in Airworthiness Assurance.

**SUMMARY:** Notice is hereby given of an information meeting regarding technical proposals for the establishment of an FAA Aviation Research Center of Excellence in Airworthiness Assurance.

**DATES:** The meeting will be held October 23, 1996, from 9 am to 4 pm.

**ADDRESSES:** The meeting will be held in the Director's Conference Room, Fourth Floor, Technical and Administrative Building, at the William J. Hughes Technical Center, Atlantic City International Airport, NJ 08405.

**FOR FURTHER INFORMATION CONTACT:** The Office of Research and Technology Applications, AAR-201, FAA Aviation Research Centers of Excellence Program Office, Building 270, Atlantic City International Airport, NJ 08405,

telephone (609) 485-5043, facsimile (609) 485-6509.

Note: The FAA will hold an information meeting on October 23, 1996, to explain further the FAA research needs, procedures, and criteria for the selection of the FAA Aviation Research Center of Excellence in Airworthiness Assurance. Questions and suggestions from attendees will be addressed at this meeting. Interested parties are encouraged, but not required, to attend the information meeting.

**SUPPLEMENTARY INFORMATION:** The FAA intends to award a 50-50 cost share cooperative agreement to establish a COE in Airworthiness Assurance at a qualified college or university. 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 Center shall 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: crashworthiness, advanced materials, maintenance, inspection, and repair.

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 complement their expertise from academia, industry, state/local government and other government 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.

### 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 projects that the applicant proposes to carry out under the grant.

Those persons wishing to attend this informational meeting are requested to register by no later than October 21, 1996. To register for the meeting or to obtain more information about the meeting, contact Ms. Patricia Watts by facsimile (609) 485-6509 at the Office of Research and Technology Applications, at the William J. Hughes Technical Center, Building 270, Atlantic City International Airport, NJ 08405.

Issued in Washington, DC on August 29, 1996.

Patricia Watts,

*Acting Director, Office of Aviation Research.*

[FR Doc. 96-22690 Filed 9-4-96; 8:45 am]

BILLING CODE 4910-13-M

## RTCA, Inc., Special Committee 185, Aeronautical Spectrum Planning Issues; Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 185 meeting to be held on October 2-4, 1996, starting at 9:00 a.m. The meeting will be held at RTCA, 1140 Connecticut Avenue, N.W., Washington, DC 20036.

The agenda will be as follows: (1) Administrative Remarks; (2) General Introductions; (3) Review and Approval of the Agenda; (4) Review and Approval of the Summary of the Previous Meeting; (5) Review Draft Version 11 of Special Committee 185 Report; (6) Approve Version 11 with Final Corrections for Distribution for Ballot; (7) Other Business; (8) Date and Place of Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA Secretariat, 1140 Connecticut Avenue,

N.W., Suite 1020, Washington, DC 20036; (202) 833-9339 (phone) or (202) 833-9434 (fax). Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 27, 1996.

Janice L. Peters,

*Designated Official.*

[FR Doc. 96-22541 Filed 9-4-96; 8:45 am]

BILLING CODE 4810-13-M

## Federal Highway Administration

### National Highway Traffic Safety Administration

[NHTSA Docket No. 93-55, Notice 4]

RIN 2127-AF94

### Pilot State Highway Safety Program

**AGENCY:** Federal Highway Administration and National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of waiver.

**SUMMARY:** The Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) are announcing the extension of a pilot highway safety program for fiscal year 1997 State highway safety programs under 23 U.S.C. 402, and the waiver of certain procedures for States that have elected to participate in the pilot program.

**EFFECTIVE DATE:** September 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** In NHTSA, Marlene Markison, Office of State and Community Services, 202-366-2121; John Donaldson, Office of the Chief Counsel, 202-366-1834. In FHWA, Mila Plosky, Office of Highway Safety, 202-366-6902; Raymond Cuprill, Office of the Chief Counsel, 202-366-1377.

#### SUPPLEMENTARY INFORMATION:

##### Background

The Highway Safety Act of 1966 (23 U.S.C. 401 *et seq.*) established a formula grant program to improve highway safety in the States. As a condition of the grant, the States must meet certain requirements contained in 23 U.S.C. 402. Section 402(a) requires each State to have a highway safety program, approved by the Secretary of Transportation, which is designed to reduce traffic accidents and the deaths, injuries, and property damage resulting from those accidents. Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply. For example, the

Secretary may not approve a program unless it provides that the Governor of the State is responsible for its administration through a State highway safety agency which has adequate powers and is suitably equipped and organized to carry out the program to the satisfaction of the Secretary. Additionally, the program must authorize political subdivisions of the State to carry out local highway safety programs and provide a certain minimum level of funding for these local programs each fiscal year.

The enforcement of these and other requirements is entrusted to the Secretary and, by delegation, to FHWA and NHTSA (the agencies).

The agencies administer the program in accordance with an implementing regulation, *Uniform Procedures for State Highway Safety Programs* (23 CFR Part 1200) (the Uniform Procedures Rule), which contains procedures for the submission, content, and approval of each State's Highway Safety Plan and requirements for implementation, management, and closeout of each year's Highway Safety Plan. A number of other requirements apply to the Section 402 program, including those generally appearing in Chapter II of Title 23 CFR and such government-wide provisions as the *Uniform Administrative Requirement for Grants and Cooperative Agreements to State and Local Governments* (49 CFR Part 18) and the various Office of Management and Budget (OMB) Circulars containing cost principles and audit requirements (e.g., OMB Circulars A-21, A-87, A-122, A-128, and A-133).

In the years since enactment of Section 402, States have developed and deployed the resources necessary to conduct mature and highly effective highway safety programs. The agencies have become aware of interest on the part of some States in assuming more responsibility for the planning and direction of their programs, with a decreased emphasis on detailed Federal oversight. In response to that interest, and consistent with efforts to relieve burdens to the States under the President's regulatory reform initiative, the agencies established a pilot program for fiscal year 1996 highway safety programs. The details of the pilot program were discussed at length with the States during the planning stages, and published in the Federal Register on September 12, 1995 (60 F.R. 47418). In brief outline, the pilot program replaced the requirement for State submission and Federal approval of a Highway Safety Plan with a benchmarking process by which the State sets its own performance goals.

The success of the fiscal year 1996 pilot program has brought about increased State interest in participation. Consequently, the agencies have decided to extend the pilot program through fiscal year 1997. The pilot program procedures remain unchanged for fiscal year 1997, and appear in the appendix to this notice.

The agencies have queried each Section 402 grantee about its interest in participating in the pilot program for the fiscal year 1997 highway safety program. This notice lists those States and territories that have chosen to become participants and waives existing procedures for these participants, to the extent that they are inconsistent with the pilot program, for the duration of fiscal year 1997. This waiver does not affect any provisions specifically imposed by statute or by publications of Government-wide applicability (e.g., 49 CFR Part 18, OMB Circulars). Based on the success of the pilot program, the agencies plan to revise the regulations governing the State highway safety program to permanently accommodate the pilot procedures.

#### States Participating in the Fiscal Year 1997 Pilot Program

The following States and territories have elected to participate in the pilot program for fiscal year 1997:

Alabama  
Alaska  
Arizona  
Arkansas  
California  
Colorado  
Connecticut  
Delaware  
District of Columbia  
Florida  
Georgia  
Illinois  
Indiana  
Iowa  
Kansas  
Kentucky  
Louisiana  
Maryland  
Massachusetts  
Michigan  
Minnesota  
Mississippi  
Missouri  
Montana  
Nebraska  
New Mexico  
New Jersey  
New York  
North Carolina  
North Dakota  
Northern Marianas  
Ohio  
Pennsylvania  
Puerto Rico