

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

all segments of the FAA. It is, however, sufficiently mature to warrant review by the broader aviation community. The FAA, therefore, invites public comment.

DATES: Comments must be received on or by May 15, 1996.

ADDRESS: Comments may be sent by facsimile to 202-484-1257 or by mail to: NAS Documentation Control Center, ATTN: K. Faison, Suite 700, 1250 Maryland Ave., SW., Washington, DC 20024.

SUPPLEMENTARY INFORMATION: The FAA Office of System Architecture and Program Evaluation invites public comment on a working draft version of the NAS Architecture, which it has developed.

The NAS is one of the most complex human constructed systems in the world. It comprises thousands of people, both within and outside of government, and billions of dollars of investment in aircraft and operations-related facilities and equipment. Our aviation system generates a substantial positive impact on the overall U.S. balance of payments.

Current efforts to balance the Federal budget dictate that the FAA role in supporting U.S. aviation, primarily in providing air traffic control services, be performed more efficiently and, perhaps, in a dramatically different way than in the past. To assist us in this reengineering effort, and in defining new ways of sharing the myriad responsibilities associated with operating the system safely, we have developed this initial, comprehensive NAS architecture. By taking this broad, all-encompassing view of the system, we hope to find possibilities for providing the same or better service while minimizing the necessary capital investment and the costs of operation.

The system architecture is contained in a relational data base and is available on compact disk (CD-ROM). It can be obtained free of charge by telephoning 202-776-1256, or by writing to: AMTECH, Inc., 1101 15th St., NW., Suite 900, ATTN: IADB Product Lead, Washington, DC 20005. Requests also may be made via facsimile at 202-452-0699. Orders will be filled on a first-come, first-served basis.

The CD can be run only on PC-DOS computers running Windows 3.1 or higher. It has been tested on a computer with a quad speed CD-ROM player, 486 microprocessor, 8 MB of random access memory, 10 MB available hard disk space, and a 256-color VGA display. It may be run on machines with lesser performance, in particular 16-color VGA displays, but this is not recommended.

A comment form is provided on the CD which can be printed, filled out, and returned to the FAA. The FAA encourages comments. While the FAA cannot guarantee a response to each and every comment received, each that is received by May 15, 1996, will be considered in developing the next version of the system architecture.

Issued in Washington, DC, on February 8, 1996.

Terry R. Hannah,
Deputy Director, Office of System
Architecture and Program Evaluation,
Designated Official.

[FR Doc. 96-3294 Filed 2-13-96; 8:45 am]

BILLING CODE 4910-13-M

Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Memphis International Airport, Memphis, TN

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 use the revenue from a PFC at Memphis International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before March 15, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Memphis Airports District Office, 2851 Directors Cove, Suite #3, Memphis, Tennessee 38131-0301.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Larry D. Cox, President of the Memphis-Shelby County Airport Authority at the following address: Memphis-Shelby County Airport Authority, 2491 Winchester Road, Memphis, Tennessee 38116.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Memphis-Shelby County Airport Authority under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Jerry O. Bowers, Planner, Memphis Airports District office, 2851 Directors Cove, Suite #3, Memphis, Tennessee 38131-0301; telephone number 901-544-3495. The application may be reviewed in person at this location.

SUPPLEMENTARY INFORMATION: The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Memphis International Airport under provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On February 7, 1996, the FAA determined that the application to use the revenue from a PFC submitted by Memphis-Shelby County Airport Authority 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 May 8, 1996.

The following is a brief overview of the application.

PFC application number: 95-03-U-00-MEM.

Level of the approved PFC: \$3.00.

Actual charge effective date: August 1, 1992.

Estimated charge expiration date: March 1, 2005.

Total estimated PFC revenue to be collected at this airport: \$147,253,000.

Total estimated PFC revenue to be used on projects in this application: \$85,954,000.

Brief description of proposed project: Reconstruct and Extend Runway 18L-36R.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: A. On demand air taxi-commercial operators that do not enplane passengers at the Airport's main passenger terminal buildings, and B. Any carrier that enplanes less than 500 passengers per year at the Airport.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Memphis-Shelby County Airport Authority.

Issued in Memphis, Tennessee on February 7, 1996.

LaVerne F. Reid,

Manager, Memphis Airports District Office.

[FR Doc. 96-3298 Filed 2-13-96; 8:45 am]

BILLING CODE 4910-13-M