

Issued in Washington, D.C. on May 8, 1996.

Phillip A. Leach,

Information Clearance Officer, United States Department of Transportation.

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BILLING CODE 4910-13-P

Establishment of the Office of Dispute Resolution for Acquisition (ODR)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment.

SUMMARY: The Federal Aviation Administration (FAA) is announcing the establishment, within the FAA Office of the Chief Counsel, of the Office of Dispute Resolution for Acquisition (ODR). Protests and contract disputes related to FAA Screening Information Requests (SIRs), contract awards, and contracts, must be filed directly with this office.

ADDRESSES: The complete text of the FAA's new Acquisition Management System (including the section on Resolution of Protests and Disputes) is available on the Internet at http://www.faa.gov/asu/asu100/acq-reform/acq_home.htm. Use of the Internet World Web Site is strongly encouraged for access to copies of the FAA Acquisition Management System. If Internet service is not available, requests for copies may be made to the following address: FAA Acquisition Reform, ASU-100, Rm. 435, 800 Independence Ave. SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Jerome P. Jones, Jr., Acting Director, Office of Dispute Resolution, Federal Aviation Administration, 800 Independence Avenue SW.—Suite 900 East, Washington, DC 20591, (202) 267-3222. Please also use this address when filing protests or contract disputes with the FAA.

SUPPLEMENTARY INFORMATION: On October 31, 1995, Congress passed an act, Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (the 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA to develop and implement a new acquisition management system that addresses the unique needs of the agency. At a minimum, this system is to provide for more timely and cost-effective acquisitions. The FAA's new acquisition management system went into effect on April 1, 1996 [see Notice

of availability at 61 FR 15155 (April 4, 1996)]. As part of this system, the FAA has developed an internal mechanism for resolving disputes, one that will help ensure that offerors and contractors are treated fairly and that disputes are resolved as quickly and inexpensively as possible for all parties. Protests concerning SIRs and award of contracts, as well as disputes pertaining to contract administration, will be resolved, within the agency, through the FAA Dispute Resolution System. The new system will rely heavily on Alternative Dispute Resolution (ADR) techniques.

The FAA Office of Dispute Resolution is established as an organization that is independent of agency organizations responsible for procurement actions and that reports to the FAA Chief Counsel. In addition to a Director, the office staff will, in time, include other Dispute Resolution Officers as warranted. The office is located at FAA Headquarters. On a case-by-case basis, the ODR staff may be augmented by Dispute Resolution Officers in the FAA's regional offices and centers or by third party neutrals, as deemed necessary by the FAA Chief Counsel. The FAA will promulgate rules of procedure governing the dispute resolution process. Until these rules are finalized, procedures and other provisions related to dispute resolution will be included or referenced in all FAA SIRs and contracts, made available to offerors and contractors upon request, or provided through briefings.

Issued in Washington, DC, on May 7, 1996.
Nicholas G. Garaufis,
Chief Counsel, AGC-1.

[FR Doc. 96-12084 Filed 5-13-96; 8:45 am]

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Powered Parachute Design Standards for Acceptance Under Primary Category

AGENCY: Federal Aviation (FAA), DOT.
ACTION: Notice of availability.

SUMMARY: This notice announces the availability of design standards for powered parachutes achieving acceptance under primary category. Powered parachute design standards are applicable designs providing one-to-four seats, 2,700 pound maximum takeoff weight, and minimum level flight speed of 61 knots or less.

DISCUSSION: Sport aviation, essentially a fly-for-fun activity, is dependent upon simple, low performance, low cost airplanes. The FAA recognizes this in the creation of primary category (14 CFR

part 21, § 21.17), which establishes a simpler process for certification, production control, and establishment of design standards for all types of aircraft. In view of the fully supportive comments, this notice makes available design standards for powered parachute airplanes. The value of this class of airplane is demonstrated by the number of 14 CFR part 103 ultralite and amateur-built designs currently active with over 500,000 flight hours accumulated.

ADDRESSES: Copies of Powered Parachute Design Standards can be obtained from the following: Small Airplane Directorate, Standards Office (ACE-110), Aircraft Certification Service, Federal Aviation Administration, 601 East 12th Street, Kansas City, MO 64106.

FOR FURTHER INFORMATION CONTACT: Terre Flynn, Standards Staff (ACE-110), telephone number (816) 426-6941.

Issued in Kansas City, Missouri, on May 8, 1996.

Henry A. Armstrong,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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Notice of Intent To Rule on Application To Use the Revenue From a Passenger Facility Charge (PFC) at Modesto City-County Harry Sham Field Airport, Modesto, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of intent to rule on application.

SUMMARY: The Federal Aviation Administration (FAA) proposes to rule and invites public comment on the application to use revenue from a PFC at Modesto City-County Harry Sham Field 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 14 CFR Part 158.

DATES: Comments must be received on or before June 13, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Airports Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009 or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr.