

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

Description of Relief Sought/
Disposition: To extend Exemption No. 5709, which allows Alaska Helicopters, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 16, 1995, Exemption No. 5709A.*

Docket No.: 27258.

Petitioner: Air Methods.

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

Description of Relief Sought/
Disposition: To extend Exemption No. 5720, which allows Air Methods to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 5, 1995, Exemption No. 5720A.*

Docket No.: 27539.

Petitioner: ProMech Inc., dba Seaborne Seaplane Adventures.

Sections of the FAR Affected: 14 CFR 135.173.

Description of Relief Sought/
Disposition: To permit Seaborne Seaplane Adventures to operate two DeHavilland Twin Otter DHC-6-300 aircraft that are not equipped with weather radar equipment. *Denial, June 7, 1995, Exemption No. 6098.*

Docket No.: 28096.

Petitioner: Boeing Commercial Airplane Group.

Sections of the FAR Affected: 14 CFR 25.1435(b)(1).

Description of Relief Sought/
Disposition: To permit type certification of the Model 737-700 by testing of the complete hydraulic system at 3400 psig, the system relief pressure. *Grant, May 17, 1995, Exemption No. 6086.*

Docket No.: 28112.

Petitioner: Ipeco Europe.

Sections of the FAR Affected: 14 CFR 25.562(b)(2).

Description of Relief Sought/
Disposition: To make permanent Exemption No. 5740, as amended, which allows Ipeco Europe exemption from the floor warpage test requirement for Ipeco pilot and co-pilot seats in Dornier model 328 airplanes, only for those D0328 airplanes registered prior to June 30, 1995. *Denial, June 2, 1995, Exemption No. 6097.*

Docket No.: 28115.

Petitioner: Aero Flight Service, Inc.

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

Description of Relief Sought/
Disposition: To permit Aero Flight Service, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 9, 1995, Exemption No. 6084.*

Docket No.: 28140.

Petitioner: Aviation Charter, Inc.

Sections of the FAR Affected: 14 CFR 134.143(c)(2).

Description of Relief Sought/
Disposition: To permit Aviation Charter, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6107.*

Docket No.: 28158.

Petitioner: Twin Otter International, Ltd.

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

Description of Relief Sought/
Disposition: To permit Twin Otter International, Ltd., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 16, 1995, Exemption No. 6111.*

Docket No.: 28159.

Petitioner: Grand Canyon Airlines.

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

Description of Relief Sought/
Disposition: To permit Grand Canyon Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6101.*

Docket No.: 28172.

Petitioner: Helicopters International, Inc.

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

Description of Relief Sought/
Disposition: To permit Helicopters International, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6109.*

Docket No.: 28173.

Petitioner: Bemidji Airlines.

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

Description of Relief Sought/
Disposition: To permit Bemidji Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6110.*

Docket No.: 28174.

Petitioner: Air Carriage.

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

Description of Relief Sought/
Disposition: To permit Air Carriage to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6108.*

Docket No.: 28208.

Petitioner: K-C Aviation, Inc.

Sections of the FAR Affected: 14 CFR 25.562(a), (b), and (c).

Description of Relief Sought/
Disposition: To allow installation of "executive seating" in Jetstream Model 4100 airplanes, until such time as design solutions are available. *Partial Grant, June 15, 1995, Exemption No. 6100.*

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Availability of Solicitation for Development of a High Speed Computer Tomography Explosive Detection Device

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of Availability of Solicitation.

SUMMARY: The FAA is authorized under Section 107 of the Aviation Security Improvement Act of 1990 (P.L. 101-604) to award grants for the implementation of technologies and procedures to counteract terrorist acts against civil aviation. Further, Section 307 of the FAA Reauthorization Act of 1994 (Public Law 103-305) permits the Administrator to enter into cooperative agreements, on a cost sharing basis, with Federal and non-Federal entities to conduct aviation research, engineering and development, including the development of prototypes and demonstration models. The FAA has criteria for certification of Explosion Detection Systems (EDS) which call for the equipment to detect, under realistic air carrier operating conditions, the amounts, configurations and types of explosive materials likely to be used to cause catastrophic damage to commercial aircraft. At present, only one EDS device based on computer tomography (CT) technology has been certified by the FAA. This project has as a goal the development of alternative CT-based explosive detection systems to foster competition in the EDS market. Greater competition should lead to lower prices, greater innovation, and ultimately, greater safety for the air traveler.

DATES: Requests for the solicitation must be received on or before July 25, 1995. The solicitation will open on July 7, 1995, and will close on September 1, 1995. All applications responsive to the solicitation must be received on or before September 1, 1995.

ADDRESSES: Inquiries regarding this matter should be directed to: CT