

the exposure time from 30 to 60 minutes on the fire test produced a total heat that is equivalent to the heat experienced in a 30-minute postimpact jet fuel pool fire. The study also determined that flight records meeting the 10-hour low-intensity fire test conditions described in ED-36A would survive postimpact smoldering fires involving natural materials.

The Safety Board recommended that the FAA should revise TSO-C123 and TSO-C124 to reflect the findings of the FAA fire test study by (a) incorporating the long-term, low-intensity fire test requirements described in ED-56A, and (b) incorporating the high-intensity fire test requirements described in ED-55, and ED-56A, with the exception of extending the duration of the high-intensity fire test from 30 minutes, as specified in the EUROCAE documents, to 60 minutes. To improve the fire requirements for flight recorder certification and to upgrade the standards in the TSOs, the Board recommended that the FAA cancel the original TSO-C123 and TSO-C124 within 2 years after issuing the revised versions.

The FAA received two comments in response to the Federal Register Notice canceling TSO-C123 and TSO-C124. The first commenter, Allied Signal Inc., expressed concern that canceling the TSOs would affect the approval status of ancillary equipment used with the recorders and produced under the canceled TSOs. The ancillary equipment approved under TSO-C123 and TSO-C124 meets the functional and environmental requirements of the TSOs, but it is not subject to the same crash protection requirements intended to preserve the recording medium. Accordingly, the subject ancillary equipment, i.e., associated control panels, microphones, speakers, underwater locators, etc., can continue to be approved and manufactured under TSO-C123 and TSO-C124 authorizations as long as the applicable requirements of 14 CFR Part 21 are met. Major design changes of this ancillary equipment will be approved under the latest TSOs. After the effective date of this cancellation, applicants for design approval of the primary recorders (black boxes) must comply with TSO-C123a and TSO-C124a.

The second commenter, the Air Transportation Association (ATA), expressed concern that canceling the TSOs would require a supplemental type certificate or amended type certificate to retrofit equipment approved under the new TSOs. ATA feels that this additional certification activity would be particularly onerous

for aircraft that are out of production. ATA suggests amending the language of the TSO to include the following statements:

The intent of this TSO is to increase the recorder survivability over those manufactured under previous TSOs (C84, C123, C51a, or C124, as applicable) and is not meant to require further aircraft certification efforts. Units built to this new TSO can directly replace those built to the previous TSO(s) in certified installations without further certification activity.

ATA is correct in its assertions that the intent of these TSOs is to increase recorder survivability, and it is not the FAA's intent to require STCs or amended type certificates to retrofit equipment produced under the new TSOs. Advisory Circular 20-41A, Substitute Technical Standard Order (TSO) Equipment, provides an acceptable means of compliance with the rules governing aircraft equipment installation in cases involving the substitution and installation of functionally similar TSO approved equipment. If it is determined that the equipment is a line replaceable unit, one that is similar in form, fit, and function and does not affect the aircraft's flight characteristics or flight controls, the substitution of that equipment will not require a supplemental or amended type certificate for installation. However, a grant of TSO approval is not a tacit grant of installation approval. The applicable requirements of 14 CFR Part 21, and of 14 CFR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, must still be met.

Based on the finding of the NTSB and the FAA Technical Center study, TSO-C123 and TSO-C124 are canceled August 2, 1998. TSO-C123a, Cockpit Voice Recorder Systems, and TSO-C124a, Flight Data Recorder Systems were issued 8/2/96 and 8/1/96, respectively. TSO-C123a and TSO-C124a incorporate the long-term, low-intensity fire test requirement, and the high-intensity fire test requirements, with the exception of extending the duration of the high-intensity fire test from 30 minutes to 60 minutes, as specified in the EUROCAE documents.

Issued in Washington, DC, on July 31, 1998.

James C. Jones,

*Manager, Aircraft Engineering Division,
Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Discretionary Cooperative Agreement to Support Biomechanical Research

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Announcement of discretionary cooperative agreement to support biomechanical research.

SUMMARY: This notice announces a discretionary cooperative agreement program to support research studies to evaluate the biomechanical response of human surrogates to impact, and solicits applications for projects under this program.

DATE: Applications must be received on or before September 30, 1998.

ADDRESS: Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30), ATTN: Rose Watson, 400 Seventh Street, S.W., Room 5301, Washington, D.C. 20590, USA. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. NRD-01-8-07346. Interested applicants are advised that no separate application package exists beyond the contents of this announcement.

FOR FURTHER INFORMATION CONTACT: General administrative questions may be directed to Rose Watson, Office of Contracts and Procurement, at (202) 366-9557. Programmatic questions relating to this cooperative agreement program should be directed to Emily A. Sun, National Transportation Biomechanics Research Center (NRD-51), 400 Seventh Street, S.W., Room 6221E, Washington, D.C. 20590, USA, at (202) 366-4722.

SUPPLEMENTARY INFORMATION:

Background and Objectives

The National Highway Traffic Safety Administration (NHTSA) is responsible for devising strategies to save lives and reduce injuries from motor vehicle crashes. The purpose of this cooperative agreement program is to promote the improvement of traffic safety for the public through the support of research studies designed to evaluate the biomechanical response of human surrogates to impact, as a means of expanding the base of scientific knowledge in this field and to provide for the coordinated exchange of scientific information collected as a result of the studies conducted.

Impact trauma research employs the principles of mechanics to discover the physical response and physiological results of impacts to the human body. Generally, the teams doing the research are comprised of individuals from different disciplines: engineering, physiology, medicine, biology, and anatomy. The team studies the physical response of the body to impact by measuring and recording engineering parameters defining the event, such as force, accelerations, displacements, surface contours, strains, pressure, etc., and observing the physiological consequences in terms of physical or functional alterations to the body.

One of the major research materials used to simulate injury to the living human is the human cadaver, or human surrogate, exposed to impact and detailed response measurement.

The focus of this cooperative research effort is the study of human surrogate response and injury to physical impacts simulating some significant aspect of automotive impact injury e.g., head, neck, torso, or lower extremity injury produced in drivers and passengers restrained by various safety devices and exposed to either a frontal, lateral, or rear impact. The specific objectives of this cooperative research effort are to perform human surrogate impact tests to: (1) delineate the mechanism of injury, (2) develop functional relationships between the measurable engineering parameters and the extent and severity of injury, and (3) quantify the impact response of the body in such a way as to allow the development of mechanical analogs of the human body. NHTSA will consider applications which propose the use of human surrogates, such as human cadavers or other innovative techniques, to achieve these objectives.

NHTSA Involvement

The NHTSA National Transportation Biomechanics Research Center will be involved in all activities undertaken as part of the cooperative agreement program and will:

1. Provide, on an as-needed basis, one professional staff person, to be designated as the Contracting Officer's Technical Representative (COTR), to participate in the planning and management of the cooperative agreement and coordinate activities between the organization and the NHTSA;

2. Make available information and technical assistance from government sources, within available resources and as determined appropriate by the COTR;

3. Provide liaison with other government agencies and organizations as appropriate; and

4. Stimulate the exchange of ideas among cooperative agreement recipients, and, if appropriate, NHTSA contractors and other interested parties

Involvement for Recipient of an Award

Any recipient of an award will:

1. Perform an effort in accordance with the application proposal and any incorporated revisions;

2. Contribute any in-kind resources that might have been specified by the recipient in the application, for the performance of the effort under the agreement;

3. Meet periodically with the NHTSA COTR to promote the exchange of information so as to assure coordination of the cooperative effort and related projects; and

4. Provide the NHTSA COTR with following required deliverables:

- a. *Data Package:* The dynamic and other data measured in each human surrogate impact test will be provided by the recipient(s) within four (4) weeks after the test is run. For each and every test performed with a human surrogate, a data package shall be submitted to the COTR. For example, where a human subject to be impacted by pendulum to the right femur and later to be impacted by pendulum to the thorax, the two (2) impacts are separate tests even though there was only one (1) human surrogate.

A data package consists of (1) high speed film or an equivalent digitally-captured video, (2) two copies of the test report, and (3) test data stored on magnetic tape, CD-ROM, or floppy disk complying with the NHTSA Data Tape Reference Guide. The NHTSA National Transportation Biomechanics Research Center maintains a Biomechanics Data Base which provides information, upon request, to the public, including educational institutions and other research organizations.

To facilitate the input of data as well as the exchange of information, any recipient of a cooperative agreement awarded as a result of this notice must provide the magnetic tape in the format specified in the "NHTSA Data Tape Reference Guide." A copy of this document may be obtained from the programmatic information contact designated in this notice.

- b. *Performance Reports:* The recipient shall present one (1) hour semiannual technical performance briefings at the NHTSA headquarters building (at 400 Seventh Street, S.W., Washington, D.C. 20590) which shall be due 30 days after the reporting period and a final performance report within 90 days after

the completion of the research effort. An original and two copies of the final performance report shall be submitted to the COTR.

Period of Support

The research effort described in this notice will be supported through the award of at least one cooperative agreement. NHTSA reserves the right to make multiple awards depending upon the merit of the applications received.

Contingent upon the availability of funds and satisfactory performance, a cooperative agreement(s) will be awarded to an eligible organization(s) for project periods of up to five years. No cooperative agreement awarded as a result of this notice shall exceed \$550,000 per year or \$2,750,000 for five years.

Eligibility Requirements

In order to be eligible to participate in this cooperative agreement program, an applicant must be an educational institution or other nonprofit research organization. For-profit research organizations may apply; however, no fee or profit will be allowed:

Application Procedure

Each applicant must submit one original and two copies of their application package to: Cooperative Agreement Program No. NRD-01-8-07346, Office of Contracts and Procurement (NAD-30), NHTSA, 400 Seventh Street, S.W., Room 5301, Washington, D.C. 20590, USA. Only complete application packages received on or before the due date identified above will be considered. Submission of three additional copies will expedite processing but is not required.

Application Contents

The application package must be submitted with OMB Standard Form 424 (Rev. 4-88, including 424A and 242B), Application for Federal Assistance, with the required information filled in and the certified assurances included. While the Form 424-a deals with budget information, and section B identifies Budget Categories, the available space does not permit a level of detail which is sufficient to provide for a meaningful evaluation of the proposed costs. A supplemental sheet should be provided which represents a detailed breakdown of the proposed costs, as well as any costs which the applicant proposes to contribute in support of this effort.

Applications shall include a program narrative statement which addresses the following:

1. The objectives, goals, and anticipated outcomes of the proposed research effort;

2. The method or methods that will be used;

3. The source of the human surrogates to be used;

4. The number, quality, and anticipated ages at death of the human surrogates the applicant expects to use for this research effort along with documentation that provides evidence that the applicant has access to the proposed quantity, quality, and projected ages of the experimental material (because NHTSA has interest in obtaining knowledge of the impact injury process and its effect on the total automotive-population-at-risk, an experimental human subject pool with ages representative of this population is highly desirable);

5. The proposed program director and other key personnel identified for participation in the proposed research effort, including a description of their qualifications and their respective organizational responsibilities;

6. A description of the general, as well as specialized impact simulation, test facilities and equipment (including sled impact systems, component test systems, and data acquisition systems with high channel capabilities) currently available or to be obtained for use in the conduct of the proposed research effort; and

7. A description of the applicant's previous experience or on-going research program that is related to this proposed research effort.

Review Process and Criteria

Initially, all applications will be reviewed to confirm that the applicant is an eligible recipient and to assure that the applicant contains all of the information required by the Application Contents section of this notice. Each complete application from an eligible recipient will then be evaluated by a Technical Evaluation Committee. The applications will be evaluated using the following criteria:

1. The applicant's understanding of the purpose and unique problems represented by the research objectives of this cooperative agreement program as evidenced in the description of their proposed research effort. Specific attention shall be placed upon the applicant's stated means for obtaining the quantity of experimental material necessary to conduct the proposed research effort.

2. The potential of the proposed research effort accomplishments to make an innovative and/or significant contribution to the base of

biomechanical knowledge as it may be applied to saving lives and reducing injuries resulting from motor vehicle crashes.

3. The technical merit of the proposed research effort, including the feasibility of the approach, planned methodology, and anticipated results.

4. The adequacy of test facilities and equipment identified to accomplish the proposed research effort, including impact simulation.

5. The adequacy of the organizational plan for accomplishing the proposed research effort, including the qualifications and experience of the research team, the various disciplines represented, and the relative level of effort proposed for professional, technical, and support staff.

Award Selection Factors

The award selection may not be based solely on the evaluation results. Award preference may be given to an innovative or creative approach that offers a potentially significant contribution to achieve the specific objectives of this cooperative research effort. Award preference may be given to a proposal with a larger percentage of cost sharing.

Terms and Conditions of the Award

1. The protection of the rights and welfare of human subjects and the ethical use of human surrogates in NHTSA-sponsored research is governed by NHTSA Orders 700-1 through 700-4. Any recipient must satisfy the requirements and guidelines of these NHTSA Orders prior to award of the cooperative agreement. A copy of NHTSA Orders 700-1 through 700-4 may be obtained from the programmatic information contact designated in this notice.

2. Prior to award, each recipient must comply with the certification requirements of 49 CFR Part 29—Department of Transportation Government-wide Department and Suspension (Nonprocurement) and Government-wide Requirements for Drug-Free Workplace (Grants), as well as 49 CFR Part 20—Department of Transportation New Restrictions on Lobbying.

3. During the effective period of the cooperative agreement(s) awarded as a result of this notice, each agreement shall be subject to the general administrative requirements of the requirements of 49 CFR Parts 190, 20 and 29, the cost principles of OMB Circular A-21, A-122, or FAR 31.2 as applicable to the recipient, and the NHTSA General Provisions for Assistance Agreements.

Issued: July 27, 1998.

Raymond P. Owings,

Associate Administrator for Research Development.

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-98-4103]

Notice of Receipt of Petition for Decision That Nonconforming 1994-1997 Mercedes-Benz S420 Passenger Cars Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Notice of receipt of petition for decision that nonconforming 1994-1997 Mercedes-Benz S420 passenger cars are eligible for importation.

SUMMARY: This notice announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 1994-1997 Mercedes-Benz S420 passenger cars that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are capable of being readily altered to conform to the standards.

DATE: The closing date for comments on the petition is October 9, 1998.

ADDRESS: Comments should refer to the docket number and notice number, and be submitted to: Docket Management, Room PL-401, 400 Seventh St., SW, Washington, DC 20590. [Docket hours are from 10 am to 5 pm].

FOR FURTHER INFORMATION CONTACT: George Entwistle, Office of Vehicle Safety Compliance, NHTSA (202-366-5306).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. § 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable Federal motor vehicle safety standards shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and sale in the United States,