

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Advisory Circular 187-2, Aircraft Certification Service Fees for Providing Production Certification-Related Services Outside the United States**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability.

SUMMARY: This notice announces the availability of Advisory Circular (AC) 187-2, Aircraft Certification Service Fees for Providing Production Certification-Related Services Outside the United States. This AC provides information concerning applications and fees for production certification-related services provided outside the United States by Federal Aviation Administration Aircraft Certification Service personnel. This AC provides a means, but not the only means, of compliance with Title 14 Code of Federal Regulation part 187, Fees, Appendix C, Fees for Production Certification-Related Services Performed Outside the United States.

ADDRESSES: Copies of AC 187-2 can be obtained from the following: U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341Q 75th Avenue, Landover, MD 20785.

FOR FURTHER INFORMATION CONTACT: A member of the Production and Airworthiness Certification Division, Air-200, 800 Independence Avenue, Sw., Washington, DC 20591, (202) 267-8361.

Issued in Washington, DC on March 16, 1998.

Frank P. Paskiewicz,
Manager, Production and Airworthiness Certification Division.

[FR Doc. 98-7406 Filed 3-20-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Approval of Noise Compatibility Program for Scottsdale Airport, Scottsdale, AZ**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on a new Noise Compatibility Program for Scottsdale Airport, submitted by the City of Scottsdale,

Arizona, under the provisions of title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non federal responsibilities in Senate Report No. 96-52 (1980). On June 5, 1996, the FAA determined that the Noise Exposure Maps, submitted by the City of Scottsdale under 14 CFR Part 150, were in compliance with applicable requirements. On February 13, 1998, the Associate Administrator for Airports approved the new Noise Compatibility Program for Scottsdale Airport. This new study revised and updated the existing Noise Compatibility Program that was approved by the FAA on December 19, 1986.

EFFECTIVE DATE: The effective date of the FAA's approval of the new Noise Compatibility Program for Scottsdale Airport is February 13, 1998.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Environmental Protection Specialist, Airports Division, AWP-611.2, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007, Telephone: 310/725-3615. Street Address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting the FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to a new Noise compatibility Program for Scottsdale Airport, effective February 13, 1998. This new study revises and updates an existing Noise Compatibility Program approved by the FAA on December 19, 1986. Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after referred to as the "Act"), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non compatible land uses and prevention of additional non compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal

Program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations.

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional non compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government and;

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport Noise Compatibility Program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The city of Scottsdale, Arizona submitted to the FAA on December 18, 1995, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from January

1995 through November 1996. The Scottsdale Airport noise exposure maps were determined by FAA to be in compliance with applicable requirements on June 5, 1996. Notice of this determination was published in the **Federal Register** on June 19, 1996.

The Scottsdale Airport study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 2000. It was requested that the FAA evaluate and approve this material as a Noise Compatibility Program as described in section 104(b) of the Act. The FAA began its review of the program on August 20, 1997 and was required by a provision of the Act to approve or disapprove the program within 180-days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program.

The submitted program contained 12 proposed actions for noise mitigation, 11 land Use management and five program management measures for both on and off the airport. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program was approved, by the Associate Administrator for Airports, effective February 13, 1998.

Outright approval was granted for all 28 specific program measures. The approved measures included such items as: Encouraging non-Stage 3 aircraft to use Runway 21 for landing and Runway 3 for takeoff; Continuance of right turns as soon as practical when departing Runway 21; Request use of (National Business Aircraft Association (NBAA) standard noise abatement departure procedures for jets; Continue requiring maintenance run-ups to be performed at the north end of Kilo Ramp and continue prohibition of maintenance run-ups between 10:00 p.m. and 7:00 a.m.; Continue prohibition of stop-and-go operations, intersection, formation and simulated single engine takeoffs by multi-engine aircraft from Runway 21; Discourage straight out and left turns after departure on Runway 21; On Runway 3, discourage right downwind and right base pattern entry; Continue prohibition on touch-and-go and stop-and-go operations between 9:30 a.m. and 6:00 p.m.; Continue preferential use of Runway 3; Discourage descents below 2,500 feet MSL for practice instrument approaches; Encourage use of (Aircraft Owners and Pilots Association (AOPA)

Noise Awareness Steps by light single engine aircraft; Request aircraft on approach to Runway 21 to avoid overflying residential land uses. Land use management measures: Establish an Airport Influence Area; Preserve general plan designation for compatible land uses; Retain existing compatible land uses within the Airport Influence Area; Amend the city of Scottsdale General Plan; Rezone certain parcels consistent with the City's General Plan; Adopt airport noise overlay zoning within the Airport Influence Area; Prohibit introduction of new noise sensitive land uses within the 65 DNL contour; and require fair disclosure agreements within the Airport Influence Area; Program management measures: Maintain a complaint response system; Monitor, review and update Noise Exposure Maps and the Noise Compatibility Program, as necessary; Broadcast noise abatement information on the Automatic Terminal Information System (ATIS), and purchase three portable noise monitors.

These determinations are set forth in detail in the Record of Approval endorsed by the Associate Administrator for Airports on February 13, 1998. The Record of Approval, as well as other evaluation materials, and the documents comprising the submittal are available for review at the FAA office listed above and at the administrative offices of the Scottsdale Airport, Scottsdale, Arizona.

Issued in Hawthorne, California on March 10, 1998.

Herman C. Bliss,

Manager, Airports Division, AWP-600, Western-Pacific Region.

[FR Doc. 98-7407 Filed 3-20-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-98-4]

Petitions for Exemption; Summary of Petitions Received; Dispositions of Petitions Issued

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petitions for exemption received and of dispositions of prior petitions.

SUMMARY: Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption (14 CFR Part 11), this notice contains a summary of certain petitions seeking relief from specified requirements of the Federal Aviation

Regulations (14 CFR Chapter I), dispositions of certain petitions previously received, and corrections. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory regulations. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

DATES: Comments on petitions received must identify the petition docket number involved and must be received on or before April 8, 1998.

ADDRESSES: Send comments on any petition in triplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rule Docket (AGC-200), Petition Docket No. _____, 800 Independence Avenue, SW., Washington, D.C. 20591.

Comments may also be sent electronically to the following internet address: 9-NPRM-CMTS@faa.dot.gov.

The petition, any comments received, and a copy of any final disposition are filed in the assigned regulatory docket and are available for examination in the Rules Docket (AGC-200), Room 915G, FAA Headquarters Building (FOB 10A), 800 Independence Avenue, SW., Washington, D.C. 20591; telephone (202) 267-3132.

FOR FURTHER INFORMATION CONTACT:

Tawana Matthews (202) 267-9783 or Angela Anderson (202) 267-9681 Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

This notice is published pursuant to paragraphs (c), (e), and (g) of § 11.27 of Part 11 of the Federal Aviation Regulations (14 CFR Part 11)

Issued in Washington, D.C., on March 16, 1998.

Gary Michel,

Acting Assistant Chief Counsel for Regulations.

Petitions for Exemption

Docket No.: 29117

Petitioner: Professional Aviation Maintenance Association

Sections of the FAR Affected: 14 CFR 65.92(a)

Description of Relief Sought: To permit PAMA members who attend an 8-hour training course at the April 1 through 3, 1998, PAMA Technical Symposium and Trade Show to renew their inspection authorization by April 15, 1998.

Docket No.: 29138

Petitioner: Washington State Department of Transportation