

**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