

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Proposed Advisory Circular;  
Continued Airworthiness Assessments  
of Powerplant and Auxiliary Power Unit  
Installations on Transport Category  
Airplanes**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of proposed advisory circular and request for comments.

**SUMMARY:** This notice announces the availability of proposed Advisory Circular (AC) No. 39XX, Continued Airworthiness Assessments of Powerplant and Auxiliary Power Unit Installations on Transport Category Airplanes.

**DATES:** Comments must be received on or before July 14, 2000.

**ADDRESSES:** Send all comments on the proposed AC to the Federal Aviation Administration, Attn: Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, 12 New England Executive Park, Burlington, MA, 01803-5299.

**FOR FURTHER INFORMATION CONTACT:** Ann Azevedo, Engine and Propeller Standards Staff, ANE-110, at the above address, telephone (781) 238-7117, fax (781) 238-7199. A copy of the subject AC may also be obtained electronically by writing to the following Internet address: "ann.azevedo@faa.gov". Additionally, you may obtain a copy of the AC directly from the internet at the following address: <http://www.faa.gov/avr/air/acs/draftach.htm>.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

A copy of the subject AC may be obtained by contacting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed AC, and to submit such written data, views, or arguments as they desire. Commenters must identify the subject of the AC, and submit comments in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Engine and Propeller Directorate, Aircraft Certification Service, before issuance of the final AC.

**Background**

This Advisory Circular (AC) describes the Continued Airworthiness Assessment Methodologies (CAAM).

The Federal Aviation Administration (FAA) Engine & Propeller Directorate (E&PD) and the Transport Airplane Directorate (TAD) may use CAAM, supplemented to meet each Directorate's needs, to identify those unsafe conditions in products that deserve priority attention. The FAA may issue an Airworthiness Directive (AD) under Part 39 of Title 14 of the Code of Federal Regulations (14 CFR part 39) to prescribe corrective actions that must be taken to address an unsafe condition in a product when "the unsafe condition is likely to exist or develop in other products of the same type design." CAAM, as described in this proposed AC, is intended to be used for products associated with the Powerplant or Auxiliary Power Unit (APU) Installations on Transport Category Airplanes.

Continued airworthiness requires that safety concerns within the existing fleet be addressed, and the knowledge gained applied for the benefit of future fleets as well. This AC provides CAAM guidance for estimating the risks associated with identified unsafe conditions; defining, prioritizing, and selecting suitable corrective actions for all identified unsafe conditions; and verifying that the corrective actions were effective. This AC is intended to present a tangible means of logically assessing and responding to the safety risks posed by unsafe conditions.

This AC does not establish any requirement that the FAA must perform a risk assessment before issuing an AD, or that the FAA must wait to issue an AD until the design approval holder performs a risk assessment, or that the FAA must accept the findings of a risk assessment performed by the design approval holder. CAAM, as described in this proposed AC, assists the FAA in making decisions concerning the priority in which unsafe conditions should be addressed. The FAA may issue an AD for a particular unsafe condition before a risk assessment is performed, or without having an assessment performed at all.

In this regard, CAAM does not define "unsafe condition" in a powerplant or APU installation. Rather, CAAM is a tool that the FAA usually will use to make the kinds of decisions described above.

It is recognized that the proposed AC represents a significant change from the specific CAAM process detailed in draft AC39.XX that was published for public comment several years ago. Therefore, it is anticipated that comments will be received on the newly-proposed AC. The FAA does not intend to issue a final document until those comments have

been appropriately reviewed and resolved.

The FAA recognizes that many manufacturers use risk assessment practices to evaluate continued airworthiness. The FAA considers these current practices to be acceptable, and no reassessment will take place until all comments with the proposed are properly dispositioned.

This proposed advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 40113, 44701-44702, 44704, provides guidance for the use of CAAM.

Issued in Burlington, Massachusetts, on May 4, 2000.

**David A. Downey,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 00-12145 Filed 5-12-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Acceptance of Noise Exposure Maps  
for Williams Gateway Airport, Mesa,  
Arizona**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Williams Gateway Airport Authority for the Williams Gateway Airport, Mesa, Arizona under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Pub. L. 96-193) and 14 CFR Part 150, are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's acceptance of the Noise Exposure Maps for Williams Gateway Airport, Mesa, Arizona is May 2, 2000.

**FOR FURTHER INFORMATION CONTACT:** Brian Armstrong, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone (310) 725-3614. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261.

Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the Noise Exposure Maps submitted for Williams Gateway Airport, Mesa, Arizona are in compliance with applicable requirements of Federal

Aviation Regulations (FAR) Part 150, effective May 2, 2000.

Under Section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of FAR Part 150, promulgated pursuant to Title I of the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the Noise Exposure Maps and supporting documentation submitted by the Williams Gateway Airport Authority. The specific maps under consideration are Exhibit 1, "1999 Noise Exposure Map" and Exhibit 2, "2004 Noise Exposure Map" in the submission. The FAA has determined that these maps for Williams Gateway Airport are in compliance with applicable requirements. This determination is effective on May 2, 2000. FAA's acceptance of an airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix (A) of FAR Part 150. Such acceptance does not constitute approval of the applicant's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map, submitted under Section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from

the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under FAR part 150 or through FAA's review of the Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of Part 150, that the statutorily required consultation has been accomplished.

Copies of the Noise Exposure Maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, 800 Independence Avenue, S.W., Room 617, Washington, DC 20591.  
Federal Aviation Administration, Western-Pacific Region, Airports Division, AWP-600, 15000 Aviation Boulevard, Hawthorne, CA 90261.  
Williams Gateway Airport Authority, 5835 S. Sossaman Road, Mesa, AZ 85212-0919.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on May 2, 2000.

**Herman C. Bliss,**

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

[FR Doc. 00-12170 Filed 5-12-00; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application to Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Birmingham International Airport, Birmingham, Alabama**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Birmingham International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L.

101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before June 14, 2000.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Airport District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to the Mr. Loyce Clark, Director of Planning and Development, of the Birmingham Airport Authority at the following address: Birmingham Airport Authority, 5900 Airport Highway, Birmingham, AL 35212.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Birmingham Airport Authority under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Keafur Grimes, Program Manager, Jackson Airports District Office, 100 West Cross Street, Suite B, Jackson, MS 39208-2307, Phone 601-664-9886. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Birmingham International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On May 5, 2000, the FAA determined that the application to impose and use the revenue from a PFC submitted by Birmingham Airport Authority was substantially complete within the requirements of § 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than August 25, 2000.

The following is a brief overview of the application.

*PFC Application No.:* 00-03-C-00-BHM.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:*

October 1, 2000.

*Proposed charge expiration date:*

November 30, 2002.

*Total estimated PFC revenue:*

\$8,000,000.

*Brief description of proposed*

*project(s):* Rehabilitate aircarrier apron.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Air Taxi/ Commercial Operators filing FAA Form 1800-31.