

Issued in Washington, DC, on June 13, 1996.
Frank C. Weaver,
Associate Administrator for Commercial Space Transportation.
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BILLING CODE 4910-13-P

Announcement of Federal Aviation Administration Acquisition Management System Standard Clauses and Provisions

AGENCY: Federal Aviation Administration, DOT.
ACTION: Notice of availability.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of the FAA Acquisition Management System standard clauses. This notification facilitates the widest possible distribution and availability of the standard clauses to be used in FAA procurement contracts and screening information requests (SIRs). The FAA Acquisition Policy, Plans and Procedures Division, ASU-100, is responsible for configuration control and archive of the FAA contract clauses and provisions. Availability of clauses and provisions on the Internet and/or through ASU-100 will allow their incorporation by reference in FAA procurement actions.

ADDRESSES: The complete text of the FAA Acquisition Management System Standard Clauses is available on the Internet at <http://www.faa.gov/asu.appd/Toolbox.htm>. Use of the Internet World Web Site is strongly encouraged for access to copies of the FAA Acquisition Management System. If Internet service is not available, requests for copies of the FAA Acquisition Management System Standard Clauses may be made to the following address: FAA Acquisition Reform, ASU-100, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: David Lankford, Procurement Management Branch, Federal Aviation Administration, Rm. 435, 800 Independence Avenue, SW, Washington, DC 20591, (202) 267-7771.

SUPPLEMENTARY INFORMATION: On October 31, 1995, Congress passed an act, Making Appropriations for the Department of Transportation and Related Agencies, for the Fiscal Year Ending September 30, 1996, and for Other Purposes (The 1996 DOT Appropriations Act). On November 15, 1995, the President signed this bill into law. In Section 348 of this law, Congress directed the Administrator of the FAA

to develop and implement a new acquisition management system that addresses the unique needs of the agency. The new FAA acquisition management system went into effect on April 1, 1996 [see Notice of availability at 61 FR 15155 (April 4, 1996)]. As part of this system, the FAA has prepared standard clauses for inclusion in contracts and screening information requests.

Issued in Washington, DC, on May 20, 1996.
Dennis DeGaetano,
Director of Acquisitions, ASU-1.
[FR Doc. 96-15639 Filed 6-18-96; 8:45 am]
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Acceptance of Noise Exposure Maps for Scottsdale Airport, Scottsdale, AZ

AGENCY: Federal Aviation Administration, DOT.
ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the city of Scottsdale, AZ for Scottsdale Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is June 5, 1996.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, Environmental Protection Specialist, Airports Division, AWP-611.2, Western-Pacific Region, Federal Aviation Administration, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009-2007, Telephone: 310/725-3615. Street Address: 15000 Aviation Boulevard, Hawthorne, CA 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 Scottsdale Airport are in compliance with applicable requirements of part 150, June 5, 1996. 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 Federal Aviation Regulations (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 related descriptions submitted by the city of Scottsdale, Arizona. The specific maps under consideration are exhibits 1 and 2 in the submission. The FAA has determined that these maps for Scottsdale Airport are in compliance with applicable requirements. This determination is effective on June 5, 1996. FAA's determination on 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 determination 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 part 150 or through FAA's review of 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