

**Consultation with Tribal Governments**

Executive Order 13084 provides for consultation and coordination with Indian tribal governments in certain circumstances that are set forth in the executive order. We have discussed above the ways in which we have consulted with Indian tribal governments about this proposed rule and taken their concerns into account. The FAA determined that additional consultations were not necessary because the proposed rule is required by statute and would not impose any substantial direct compliance costs on the communities of Indian tribal governments.

**Paperwork Reduction Act**

In accordance with the Paperwork Reduction Act of 1995 (Pub. L. 104–13), there are no requirements for information collection associated with the SNPRM.

**List of Subjects in 14 CFR Part 93**

Air traffic control, Airports, Navigation (Air), Reporting and recordkeeping requirements.

**The Amendment**

For reasons set forth above, the Federal Aviation Administration proposes to amend part 93, in Chapter I of Title 14, Code of Federal Regulations, as follows:

**PART 93—SPECIAL AIR TRAFFIC RULES AND AIRPORT TRAFFIC PATTERNS**

1. The authority citation for part 93 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40109, 40113, 44502, 44514, 44701, 44719, 46301.

2. Section 93.303 is amended by adding a definition to read as follows:

**§ 93.303 Definitions.**

\* \* \* \* \*

*Quiet technology aircraft* means an aircraft that is subject to § 93.301 and has been shown to comply with the noise limit specified in appendix A of this part.

\* \* \* \* \*

3. Appendix A is added to read as follows:

**Appendix A to Part 93—GCNP Aircraft Quiet Technology Designation**

This appendix contains procedures for determining the quiet technology status for each aircraft subject to § 93.301 determined during the noise certification process as prescribed under part 36 of this chapter. Where no certificated noise level is available, the Administrator may approve an alternative measurement procedure.

**1. Aircraft Noise Limit for Quiet Technology**

A. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix H of 14 CFR part 36, the limit is 80 dB for helicopters having two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having three or more passenger seats. The limit at number of passenger seats of three or more can be calculated by the formula:

$$EPNL(H) = 80 + 10 \log(\# \text{ PAX seats}/2) \text{ dB}$$

B. For helicopters with a flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix J of 14 CFR part 36, the limit is

77 dB for helicopters having two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for helicopters having three or more passenger seats. The limit at number of passenger seats of three or more can be calculated by the formula:

$$SEL(J) = 77 + 10 \log(\# \text{ PAX seats}/2) \text{ dB}$$

C. For propeller-driven airplanes with a measured flyover noise level obtained in accordance with the measurement procedures prescribed in Appendix F of 14 CFR part 36 without the performance correction defined in Sec. F36.201(c), the limit is 69 dB for airplanes having two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having three or more passenger seats. The limit at number of passenger seats of three or more can be calculated by the formula:

$$L_{Amax}(F) = 69 + 10 \log(\# \text{ PAX seats}/2) \text{ dB}$$

D. In the event that a flyover noise level is not available in accordance with Appendix F of 14 CFR part 36, the noise limit for propeller-driven airplanes with a takeoff noise level obtained in accordance with the measurement procedures prescribed in Appendix G is 74 dB for airplanes having two or fewer passenger seats, increasing at 3 dB per doubling of the number of passenger seats for airplanes having three or more passenger seats. The limit at number of passenger seats of three or more can be calculated by the formula:

$$L_{Amax}(G) = 74 + 10 \log(\# \text{ PAX seats}/2) \text{ dB}$$

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