

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Advisory Circular 20-128A, Design Considerations for Minimizing Hazards Caused by Uncontained Turbine Engine and Auxiliary Power Unit Rotor Failure**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of issuance of advisory circular.

SUMMARY: This notice announces the issuance of Advisory Circular (AC) 20-128A, Design Considerations for Minimizing Hazards Caused by Uncontained Turbine Engine and Auxiliary Power Unit Rotor Failure. This AC sets forth a method of compliance with the requirements of the Federal Aviation Regulations pertaining to design precautions taken to minimize the hazards to an airplane in the event of uncontained engine or auxiliary power unit (APU) rotor failures. The guidance provided within this AC is harmonized with that of the European Joint Aviation Authorities (JAA) and is intended to provide a method of compliance that has been found acceptable.

DATES: Advisory Circular 20-128A was issued by the Manager, Aircraft Engineering Division, AIR-100, on March 25, 1997.

HOW TO OBTAIN COPIES: A copy may be obtained by writing to the U.S. Department of Transportation, Subsequent Distribution Office, DOT Warehouse, SVC-121.23, 3341Q 75th Avenue, Landover, MD 20785, or faxing your request to that office at 301-5394.

Issued in Renton, Washington, on June 3, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

[FR Doc. 97-15310 Filed 6-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****Intent To Prepare an Environmental Impact Statement and Hold Scoping Meetings for Los Angeles International Airport, Los Angeles, California**

AGENCY: Federal Aviation Administration.

ACTION: Notice to hold three (3) public scoping meetings and one (1)

Governmental and Public Agency scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for development recommended by the Master Plan for Los Angeles International Airport, Los Angeles, California. To ensure that all significant issues related to the proposed action are identified, three (3) public scoping meetings and one (1) governmental and public agency scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Environmental Protection Specialist, AWP-611.2, Planning Section, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009-2007, Telephone: 310/725-3615. Comments on the scope of the EIS should be submitted to the address above and must be received no later than Thursday, July 31, 1997.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) in cooperation with the city of Los Angeles, California, will prepare an Environmental Impact Statement for future development recommended by the Master Plan for Los Angeles International Airport (LAX). The need to prepare an Environmental Impact Statement (EIS) is based on the procedures described in FAA Order 5050.4A, Airport Environmental Handbook. LAX is a commercial service airport located within a standard metropolitan statistical area and the proposed development includes construction of new runway(s) capable of accommodating air carrier aircraft requiring FAA approval of the Airport Layout Plan, the area around the airport contains non-compatible land uses in terms of aircraft noise; and the proposed development is likely to be controversial.

The city of Los Angeles, pursuant to the California Environmental Quality Act of 1970 (CEQA) will also prepare an Environmental Impact Report (EIR) for the proposed development. In an effort to eliminate unnecessary duplication and reduce delay, the document to be prepared, will be a joint EIR/EIS in accordance with the President's Council on Environmental Quality Regulations described in 40 Code of Federal Regulations §§ 1500.5 and 1506.2.

The Joint Lead Agencies for the preparation of the EIR/EIS will be the Federal Aviation Administration and the city of Los Angeles, California.

The following master planning development concepts and the No Action Alternative are proposed to be evaluated in the EIR/EIS as described below:

Concept 1

- Construction of a new 6,000 foot long runway along the northern border of the airport.
- Relocation to the south and extension of Runways 6L/24R and 6R/24L to lengths of 10,000 and 12,000 feet respectively.
- Relocation to the south and extension of Runway 7R/25L to 12,000 feet in length.
- Terminal Building Expansion and associated terminal area improvements including adding 100 narrow body equivalent aircraft gates.
- Reduction of the ancillary facilities area to approximately 228 acres and relocating the fuel farm to an on-airport site located at Imperial Highway and Sepulveda Boulevard.
- Expansion of air cargo space to approximately 4.8 million square feet.
- Acquisition of approximately 220 acres of land.

Concept 2

- Construction of a new 6,000 foot long runway along the northern border of the airport.
- Relocation to the east and extension of Runways 6L/24R and 6R/24L to lengths of 10,000 and 12,000 feet, respectively.
- Relocation to the south and extension of Runway 7R/25L to 12,000 feet in length.
- Construction of a new 6,000 foot long runway along the southeastern border of the airport.
- Terminal Building Expansion and associated terminal area improvements including adding approximately 131 narrow body equivalent aircraft gates.
- Reduction of ancillary facilities area to approximately 228 acres and relocating the fuel farm to an off-airport site away from residential land uses.
- Expansion of air cargo space to approximately 4.7 million square feet.
- Acquisition of approximately 446 acres of land.

Concept 3

- Construction of a new 6,000 foot long runway along the northwestern border of the airport into the LAX dunes/preserve area.
- Relocation to the east and extension of Runway 6L/24R to a length of 10,000 feet.
- Relocation to the south and extension of Runway 6R/24L to a length of 12,000 feet.

- Relocation to the south and extension of Runway 7R/25L to 12,000 feet in length.

- Construction of a new 6,000 foot long runway along the southeastern border of the airport.

- Terminal Building Expansion and associated terminal area improvements including adding approximately 131 narrow body equivalent aircraft gates.

- Reduction of ancillary facilities area to approximately 228 acres and relocating the fuel farm to an off-airport site away from residential land uses.

- Expansion of air cargo space to approximately 4.7 million square feet.

- Acquisition of approximately 400 acres of land.

Concept 4

- Realignment and extension of the existing runway at Jack Northrop Field/Hawthorne Municipal Airport to 6,000 feet in length to accommodate commuter aircraft operations.

- Relocation to the south and extension of Runway 6L/24R to a length of 10,000 feet.

- Relocation to the south and extension of Runway 6R/24L to a length of 12,000 feet.

- Terminal Building Expansion and associated terminal area improvements including adding approximately 131 narrow body equivalent aircraft gates.

- Reduction of the ancillary facilities area to approximately 228 acres and relocating the fuel farm to an on-airport site located at Imperial Highway and Sepulveda Boulevard.

- Expansion of air cargo space to approximately 4.8 million square feet.

- Acquisition of approximately 500 acres of land.

No Action Alternative

- This alternative does not include any projects that would increase the airport's passenger or airfield capacity, but does include the following minor development items:

- Extension and minor improvements to existing taxiways.

- Remodeling and minor expansion of the existing Tom Bradley International Terminal.

- Construction of additional remote gates/aircraft ramp area on the west side of the airport.

- Minor expansion of public parking lots.

- Minor expansion of air cargo space.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions

concerning the scope of the EIS/EIR may be mailed to the FAA informational contact listed above and must be received no later than Thursday, July 31, 1997.

Public Scoping Meetings

The FAA will hold three (3) public and one (1) governmental agency scoping meetings to solicit input from the public and various Federal, State and local agencies which have jurisdiction by law or have specific expertise with respect to any environmental impacts associated with the proposed projects. The first two public scoping meetings will be held on Saturday, July 12, 1997, at the Proud Bird Restaurant, 11022 Aviation Boulevard, Los Angeles, California 90045. The first meeting will be held from 8:00 am to 12:30 p.m. Pacific Daylight Time (PDT). The second meeting will be held beginning at 2:00 p.m. to 7:00 p.m. (PDT). The third public scoping meeting will be held on Tuesday, July 15, 1997, from 5:00 p.m. to 9:00 p.m. (PDT) at the Hawthorne Memorial Center, 3901 El Segundo Boulevard, Hawthorne, California 90250. A scoping meeting will be held specifically for governmental and public agencies on Wednesday, July 16, 1997, from 9:00 a.m. to 5:00 p.m. (PDT) in the Board Room of the Los Angeles Department of Airports Building, Los Angeles International Airport, 1 World Way, Los Angeles, California 90009.

Issued in Hawthorne, California, on Monday, June 4, 1997.

Herman C. Bliss,

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

[FR Doc. 97-15306 Filed 6-10-97; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-97-31]

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 activities. 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 petition received must identify the petition docket number involved and must be received on or before June 30, 1997.

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-CMNTS@faa.dot.gov.

The petition, any comment 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: Heather Thorson (202) 267-7470 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, DC, on June 4, 1997.

Michael E. Chase,

Acting Assistant Chief Counsel for Regulations.

Dispositions of Petitions

Docket No.: 26919.

Petitioner: Kalamazo Aviation History Museum.

Sections of the FAR Affected: 14 CFR 45.25 and 45.29.

Description of Relief Sought/Disposition: To permit the petitioner to operate its Ford Tri-motor, Model No. 5-AT-C, Serial No. 58, with 3 inch-high nationally and registration marks located on each side of the fuselage under the leading edge of the horizontal stabilizer. *Grant, May 20, 1997, Exemption No. 5519B.*

Docket No.: 28094.

Petitioner: American Trans Air.