

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Advisory Circular; Turbine Engine Power-Loss and Instability in Extreme Conditions of Rain and Hail**

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

**ACTION:** Notice of issuance Advisory Circular (AC) on turbine engine power-loss and instability in extreme conditions of rain and hail.

**SUMMARY:** This notice announces the issuance of Advisory Circular (AC), No. 33.78-1, Turbine Engine Power-Loss and Instability in Extreme Conditions of Rain and Hail. This AC may be used to demonstrate compliance with the requirements pertaining to § 33.78(a)(2) for turbine engines in extreme rain and hail. This AC is meant to provide information and guidance concerning an acceptable method, but not the only method, for compliance. While guidelines in this AC are not mandatory, they are derived from extensive Federal Aviation Administration (FAA) and industry experience in determining compliance with the requirements.

**DATES:** Advisory Circular No. 33.78-1, was issued by the New England Aircraft Certification Service, Engine and Propeller Directorate on February 8, 2000.

**FOR FURTHER INFORMATION CONTACT:** John Fisher, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7149, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:****Background**

In 1988, the Aerospace Industries Association (AIA) initiated a study of airplane turbine engine power-loss and instability phenomena that were attributed to operating in inclement weather. AIA, working with the Association European des Constructeurs de Materiel Aerospacial (AECMA), concluded that potential flight safety threat exists for turbine engines installed on airplanes when operating in an extreme rain or hail environment. AIA and AECMA further concluded that the rain and hail ingestion requirements contained in § 33.77 did not adequately address these threats. Consequently, the Federal Aviation Administration (FAA) and the Joint Aviation Authorities (JAA) have promulgated additional rain and hail ingestion standards.

Interested parties were given the opportunity to review and comment on the draft AC during the proposal and

development phases. Notice was published in the **Federal Register** on September 5, 1996 (61 FR 46893), to announce the availability of, and comment to the draft AC.

This advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 4113, 44701-44702, 44704, provides guidance for these new requirements that were published in the **Federal Register** on March 26, 1998 (63 FR 14794).

Issued in Burlington, Massachusetts, on February 8, 2000.

**Thomas A. Boudreau,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*  
[FR Doc. 00-3702 Filed 2-15-00; 8:45 am]

**BILLING CODE 4910-13-M**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Proposed Tower in Point Mackenzie Area, Alaska**

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The FAA will hold an informal public airspace meeting. Details: March 16, 2000; University of Alaska, Anchorage (UAA), Aviation Technology Complex on Merrill Field Airport, Anchorage, Alaska; 7:00 PM to 10:00 PM in room 127 (auditorium). The objective of this meeting is to provide an opportunity to gather additional facts relevant to the aeronautical effects of the proposed tower, and to provide interested persons an opportunity to discuss objections to the proposal.

**DATES:** The meeting will be held in the auditorium at the UAA Aviation Technology Complex, 2811 Merrill Field Drive, Anchorage, AK. Times: 7:00 PM to 10:00 PM, on March 16, 2000.

**FOR FURTHER INFORMATION CONTACT:** Jack Schommer, Operations Branch, AAL-532, Federal Aviation Administration, 222 West 7th Avenue, Box 14, Anchorage, AK 99513-7587; telephone number (907) 271-5903; fax: (907) 271-2850; email: Jack.Schommer@faa.gov. Internet address: <http://www.alaska.faa.gov/at>. UAA Aviation Technology Complex phone number is (907) 264-7400.

**SUPPLEMENTARY INFORMATION:****History**

On October 19, 1999, Morris Communications Corporation submitted FAA Form 7460-1, Notice of Proposed Construction or Alteration, for a new tower site. This proposed tower site

would become the new site for the KFQD-AM in Anchorage. The proposed tower would be 410 feet above ground level (AGL), 547 feet mean sea level (MSL), and built to FAA specifications for structures of this height, including proper marking and lighting. Morris Communications Corporation indicated they made an extensive search to locate a site which would not impact flight safety and allow KFQD to continue to serve South Central Alaska with a good quality signal. When this new site is completed, Morris Communications Corporation will dismantle the current tower located in south Anchorage at Lake Otis Parkway and Abbott Road.

The aeronautical study number assigned was 99-AAL-191-OE. A Notice to the Public was issued on November 23, 1999, requesting comments on the proposed 410 foot AGL antenna tower located approximately nine (9) nautical miles (nm) northwest of Anchorage, Alaska, seven (7) nm north of Point Mackenzie, and six (6) nm southwest of the Goose Bay airport.

The proposed tower would not exceed the obstruction standards of the Federal Aviation Regulation, Part 77, Subpart C. The Minimum Vectoring Altitude in the proposed tower area is 1,600 feet MSL, which provides the minimum 1,000 feet required obstacle clearance. The proposed tower location would not interfere with existing FAA and Federal Communications Commission (FCC) communication towers. The Matanuska-Susitna (Mat-Su) Borough Planning Commission approved the land use permit for the proposed tower.

A Notice to the Public was issued because the proposed tower is in close proximity to a Visual Check Point at Twin Island Lake and may be on or near a Visual Flight Rules (VFR) route. Additionally, it was known that construction of any towers in the Point Mackenzie area would be controversial.

In response to the Notice to the Public, twenty-two (22) letters and email were received. Comments in opposition came from the Municipal Airports Aviation Advisory Commission (MAAAC), Alaskan Aviation Safety Foundation (AASF), Alaska Airmen's Association, Rust's Flying Service, Alaska Wing Civil Air Patrol, and 16 other individuals. Concerns raised included: 1) tower would be located in a heavily traveled VFR flyway between Anchorage and Mat-Su valley lakes, airports, and airstrips; 2) area is occasionally used for military training; 3) area is a possible waterfowl flyway; 4) with the Anchorage Instrument Landing System (ILS) approach to runway 14 over the area, the possible

creation of a wake turbulence hazard may exist; 5) the existence of the proposed tower may interfere with air-to-ground communications; 6) the location of the proposed tower presents a possible collision hazard by being near the existing Twin Island Lake Visual Check Point; and 7) proliferation of towers in the Point Mackenzie area.

#### Meeting Procedures

(a) The meeting will be informal in nature and will be conducted by representatives of the FAA Alaskan Region.

(b) The meeting will be open to all persons on a space-available basis. Every effort was made to provide a meeting site with sufficient seating capacity for the expected participation. There will be no admission fee nor other charge to attend and participate.

(c) Any person wishing to make a presentation to the FAA Team will be asked to sign in and estimate the amount of time needed for such presentation. This will permit the Team to allocate an appropriate amount of time for each presenter. The Team may limit the time available for each presentation in order to accommodate all speakers. The meeting will not be adjourned until everyone on the list has had an opportunity to address the panel. The meeting may be adjourned at any time once all persons present have had the opportunity to speak.

(d) Any person who wishes to present a position paper to the Team pertinent to the aeronautical impact of the tower may do so.

(e) Persons wishing to hand out pertinent position papers to the attendees should present two copies to the presiding officer and have sufficient additional copies available for all attendees.

(f) The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(g) An official verbatim transcript or minutes of the informal airspace meeting will not be made. However, a list of the attendees, written statements received from attendees during and after the meeting, and a digest of discussions during the meeting will be included in the aeronautical study file.

(h) Every reasonable effort will be made to hear each request for presentation consistent with a reasonable closing time for the meeting. Written materials may also be submitted to the Team for up to seven (7) days after the close of the meeting.

#### Agenda

- (a) Opening Remarks and Discussion of Meeting Procedures
- (b) Briefing on Tower Proposal
- (c) Public Presentations
- (d) Closing Comments

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Issued in Anchorage, AK, on February 9, 2000.

**Willis C. Nelson,**

*Manager, Air Traffic Division, Alaskan Region.*

[FR Doc. 00-3700 Filed 2-15-00; 8:45 am]

**BILLING CODE 4910-13-P**

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Environmental Impact Statement: San Francisco City and County, California

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared for a proposed roadway improvement project in San Francisco City and County, California.

**FOR FURTHER INFORMATION CONTACT:** G. P. Bill Wong, Acting Team Leader, Project Delivery Team North, Federal Highway Administration, California Division, 980 Ninth Street, Suite 400, Sacramento, California 95814-2724. Telephone: 916-498-5042.

**SUPPLEMENTARY INFORMATION:** The FHWA, working with the California Department of Transportation and the San Francisco County Transportation Authority, will prepare an environmental impact statement (EIS) on a proposal to improve State Route 101, in the City and County of San Francisco, California. The proposed improvement would involve construction of a new roadway to replace the existing southern approach to the Golden Gate Bridge, between the Golden Gate Bridge Toll Plaza and Broderick Street for a distance of just over one mile. State Route 101 at this location is known as Doyle Drive.

The project is considered necessary to increase safety, to replace the existing elevated 57-year old roadway to meet current seismic standards, to minimize the impacts of the highway and its traffic on the Presidio and the local communities, and improve access to the Presidio. Alternatives under consideration include (1) taking no action; (2) construct six-lane at-grade parkway on same alignment; and (3)

transportation system management improvements.

The project area is located within the Presidio of San Francisco, which is part of the Golden Gate National Recreation Area. The Presidio Trust and the National Park Service are land management agencies for the Presidio. The Presidio is a National Historic Landmark.

Letters describing this proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies and to private organizations and individuals that have previously expressed, or are known to have, an interest in this proposal. Three public scoping meetings will be held on the following dates, times and locations: (1) Friday, March 3, 2000 from 9:30 a.m. to 1:00 p.m. at 100 Van Ness, 25th Floor, San Francisco; (2) Tuesday, March 14, 2000 from 3:00 p.m. to 8:00 p.m. at the Golden Gate Club, The Presidio Building 135, Fisher Loop, San Francisco; and (3) Wednesday, March 15, 2000 from 6:00 p.m. to 9:00 p.m. at Marin Center Exhibit Hall, Avenue of the Flags, San Rafael, CA.

To ensure that the full range of issues and alternatives related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from interested parties. Comments or questions concerning this proposed action and the EIS should be directed to FHWA at the address provided above.

(Catalogue of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program)

Issued on February 10, 2000.

**G.P. Bill Wong,**

*Acting Team Leader, Sacramento.*

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#### DEPARTMENT OF TRANSPORTATION

##### Federal Highway Administration

##### Environmental Impact Statement: Erie and Genesee Counties, New York

**AGENCY:** Federal Highway Administration (FHWA), New York State Department of Transportation (NYSDOT), New York State Thruway Authority (NYSTA).

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be