

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.

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Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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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