

certain boaters to use approved equipment which is required to be installed such as an ignition cut-off switch, or carried on board, such as personal flotation devices (PFDs), and/or stricter blood alcohol concentration (BAC) standards for recreational boaters, etc.), equipment approval, and/or equipment carriage requirements (e.g., personal flotation devices (PFDs) and visual distress signals (VDS's)).

b. Congressionally mandated regulations designed to improve or protect the environment (e.g., regulations implementing the requirements of the Oil Pollution Act of 1990, such as those requiring vessels to have the capability to transmit and receive on radio channels that would allow them to receive critical safety and navigation warnings in U.S. waters, regulations to increase civil penalties against persons responsible for the discharge of oil or hazardous substances into U.S. waters, etc.). (Checklist and CED required.)

**\* Note to Appendix:** The final new or amended CEs are listed in the appendix to this notice. Previously existing Coast Guard CEs that remain unchanged are not included in the appendix.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Advisory Circular; Turbine Engine Continued Rotation and Rotor Locking

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

**ACTION:** Notice of availability of proposed advisory circular and request for comments.

**SUMMARY:** This notice announces the availability and request for comments of draft Advisory Circular (AC), No. 33.74/92-1A, Turbine Engine Continued Rotation and Rotor Locking.

**DATES:** Comments must be received on or before September 23, 2002.

**ADDRESSES:** Send all comments on the proposed AC to the Federal Aviation Administration, Attn: Marc Bouthillier, Engine and Propeller Standards Staff, ANE-110, Engine and Propeller Directorate, Aircraft Certification Service, 12 New England Executive Park, Burlington, MA 01803-5299.

**FOR FURTHER INFORMATION CONTACT:** Marc Bouthillier, Engine and Propeller Standards Staff, ANE-100, at the above address, telephone (781) 238-7120, fax (781) 238-7199. If you have access to the Internet, you may also obtain further information by writing to the following address: "marc.bouthillier@faa.gov."

#### SUPPLEMENTARY INFORMATION:

### Comments Invited

A copy of the draft AC may be obtained by contacting the person named under **FOR FURTHER INFORMATION CONTACT**, or Internet users may obtain a copy at the following address: "<http://www.airweb.faa.gov/rgl>." Interested persons are invited to comment on the proposed AC, and to submit such written data, views, or arguments as they desire. Commenters must identify the subject of the AC, and submit comments to the address specified above. All communications received on or before the closing date for comments will be considered by the Engine and Propeller Directorate, Aircraft Certification Service, before issuance of the final AC.

### Background

This draft advisory circular (AC) would provide guidance and acceptable methods, but not the only methods that may be used to demonstrate compliance with the continued rotation and rotor locking requirements. This AC would combine §§ 33.74 and 33.92.

This advisory circular would be published under the authority granted to the Administrator by 49 U.S.C. 106(g), 40113, 44701-44702, 44704, and would provide guidance for the requirements in 14 CFR part 33.

Issued in Burlington Massachusetts on June 28, 2002.

**Francis Favara,**

*Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration (FAA)

#### Notice of Approval of the Record of Decision for the Final Environmental Impact Statement for FAA Site Approval and Land Acquisition by the State of Illinois for a Proposed South Suburban Airport

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

**ACTION:** Notice of approval of the Record of Decision.

**SUMMARY:** The FAA is announcing the approval of the Record of Decision (ROD) for the Final Environmental Impact Statement for FAA Site Approval and Land Acquisition by the State of Illinois for a Proposed South Suburban Airport. The ROD provides final agency determinations and approvals for site approval.

### FOR FURTHER INFORMATION CONTACT:

Denis R. Rewerts, Capacity Officer, Federal Aviation Administration, Chicago Airports District Office, Room 312, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Mr. Rewerts can be contacted at (847) 294-7195 (voice), (847) 294-7046 (facsimile) or by e-mail at [9-AGL-SSA-EIS-PROJECT@faa.gov](mailto:9-AGL-SSA-EIS-PROJECT@faa.gov).

**SUPPLEMENTARY INFORMATION:** At the request of the State of Illinois, the FAA has prepared the first tier of a tiered Environmental Impact Statement (EIS) to assess impacts relative to FAA site approval and the associated land acquisition by the State for a potential future supplemental air carrier airport to serve the greater Chicago region. The Tier 1 EIS does not consider the site-specific planning, construction, funding, or operation of a potential new supplemental air carrier airport. Subsequent tiered EISs or other environmental documentation as needed, may be prepared and considered in the future to assess the potential impacts that may result from the planning, construction, funding and operation of a potential, supplemental air carrier airport in the south suburban area of Chicago and/or development of existing airports to satisfy future aviation needs in the region.

This Record of Decision provides final agency determinations and approvals for Federal actions by the Federal Aviation Administration (FAA) related to the selection of Will County for a potential South Suburban Airport. These actions are necessary to preserve the option of developing a potential, future air carrier airport to serve the greater Chicago region as determined necessary and appropriate to meet future aviation capacity needs in the region. At a later date, it will be determined how regional aviation capacity needs will be met. The FAA's site approval is based upon the continuing need to protect the airspace and preserve a technically and environmentally feasible site from encroachment from suburban development and provide for continued protection of the airspace. The proposed site, known as the Will County site, commonly known as the Peotone site, is located in Will County, Illinois and is approximately 35 miles south of the Chicago Central Business District. The ultimate site encompasses approximately 24,000 acres.

This ROD approves the Will County, Illinois site to preserve the option for a potential future air carrier airport for the greater Chicago region. The Federal action is described in detail in the Final Environmental Impact Statement (FEIS),