

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.