

airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The use of the revenue generated from the sale of the airport property will be in accordance with FAA's Policy and Procedures concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

**Tract 1—Subject Portion of Parcel G (Legal Description)**

That part of the Southwest Quarter of Section 15, Township 34 North, Range 7 East of the Third Principal Meridian, Grundy County, Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2007 adj) described as follows:

Commencing at the southwest corner of said Southwest Quarter of Section 15 per monument record recorded as document no. 393406 in the Grundy County Recorder's Office; thence North 88 degrees 16 minutes 09 seconds East 60.48 feet on the south line of said Southwest Quarter to the Point of Beginning; thence North 00 degrees 58 minutes 40 seconds West 411.70 feet on the existing east right-of-way line of FAP 326 (IL Rte. 47); thence North 89 degrees 01 minute 44 seconds East 14.99 feet; thence South 00 degrees 58 minutes 44 seconds East 23.03 feet; thence North 87 degrees 45 minutes 50 seconds East 10.00 feet; thence South 00 degrees 58 minutes 44 seconds East 279.89 feet; thence South 17 degrees 40 minutes 42 seconds East 52.20 feet; thence South 00 degree 58 minutes 44 seconds East 58.47 feet to said south line; thence South 88 degrees 16 minutes 09 minutes West 40.00 feet on said south line to the Point of Beginning; containing 0.260 acre, more or less (area based on ground distances), situated in the County of Grundy and State of Illinois.

**Tract 2—Subject Portion of Parcel G (Legal Description)**

That part of the Southwest Quarter of Section 15, Township 34 North, Range 7 East of the Third Principal Meridian, Grundy County, Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2007 adj) described as follows:

Commencing at the southwest corner of said Southwest Quarter of Section 15 per monument record recorded as document no. 393406 in the Grundy County Recorder's Office; thence North 00 degrees 58 minutes 16 seconds West 610.50 feet on the west line of said Southwest Quarter to the north line of property described in Book 313, Page

29; thence North 89 degrees 01 minute 44 seconds East 60.41 feet on said north line to the Point of Beginning; thence North 00 degrees 58 minutes 40 seconds West 413.02 feet on the existing east right-of-way line of FAP 326 (IL Rte. 47) to a non-tangential curve; thence South 413.32 feet along a 8,075.00 foot radius curve to the right with a chord bearing South 03 degrees 00 minutes 11 seconds East 413.28 feet to said north line, thence South 89 degrees 01 minute 44 seconds West 14.61 feet on said north line to the Point of Beginning; containing 0.086 acre or 3,745 square feet, more or less (area based on ground distances), situated in the County of Grundy and State of Illinois.

**Tract 3—Subject Portion of Parcel C2 (Legal Description)**

That part of the Southwest Quarter of Section 10, Township 34 North, Range 7 East of the Third Principal Meridian, Grundy County, Illinois, with bearings and grid distances referenced to the Illinois State Plane Coordinate System, East Zone NAD 83 (2007 adj) described as follows:

Commencing at the southwest corner of said Southwest Quarter of Section 10 per monument record recorded as document no. 393405 in the Grundy County Recorder's Office; thence North 00 degrees 59 minutes 16 seconds West 817.70 feet on the west line of said Southwest Quarter; thence North 88 degrees 25 minutes 01 seconds East 45.36 feet to the existing east right-of-way line of FAP 326 (IL Rte. 47) and the Point of Beginning; thence North 00 degrees 58 minutes 44 seconds West 408.60 feet on said east line; thence North 01 degree 52 minutes 59 seconds East 131.38 feet on said east line; thence North 04 degrees 36 minutes 35 seconds West 197.24 feet on said east line; thence North 00 degree 55 minutes 36 seconds West 771.00 feet on said east line to the northwest corner of property described in Condemnation Case No. 2011 ED 1 filed in the Grundy County Circuit Clerk's office; thence South 01 degree 39 minutes 56 seconds East 596.18 feet to a non-tangential curve; thence southerly 620.26 feet along a 8,095.00 foot radius curve to the right with a chord bearing South 03 degrees 10 minutes 02 seconds East 620.10 feet; thence South 14 degrees 10 minutes 10 seconds West 76.57 feet; thence South 00 degrees 58 minutes 19 seconds East 453.56 feet; thence South 88 degrees 25 minutes 01 second West 5.53 feet to said existing east right-of-way line; thence North 00 degrees 58 minutes 44 seconds West 235.65 feet on said existing east right-of-way line to the Point of Beginning; containing 0.401 acre or

17,470 square feet, more or less (area based on ground distances), situated in the County of Grundy and State of Illinois.

Issued in Des Plaines, Illinois, on June 7, 2013.

**James G. Keefer,**

*Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2013–15130 Filed 6–24–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

[Docket No. FAA–2013–0550]

**Airworthiness Criteria: Proposed Airship Design Criteria for Lockheed Martin Aeronautics Model LMZ1M Airship**

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

**ACTION:** Notice of availability of proposed design criteria and request for comments.

**SUMMARY:** This notice announces the availability of and requests comments on the proposed design criteria for the Lockheed Martin Aeronautics model LMZ1M airship. On March 12, 2012 Lockheed Martin Aeronautics submitted an application for type certification for the model LMZ1M. The LMZ1M is a manned cargo lifting hybrid airship incorporating a number of advanced features. The Hybrid Certification Criteria (HCC) for Transport Category Hybrid Airships, Lockheed Martin Aeronautics Company Document Number 1008D0122 Rev. C dated January 31, 2013 was specifically developed for the LMZ1M.

**DATES:** Comments must be received on or before July 25, 2013.

**ADDRESSES:** Send comments identified by docket number FAA–2013–0550 using any of the following methods:

- *Federal eRegulations Portal:* Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- *Mail:* Send comments to Docket Operations, M–30, U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE., Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

- *Hand Delivery of Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.

■ **Fax:** Fax comments to Docket Operations at 202–493–2251.

**Privacy:** The FAA will post all comments it receives, without change, to <http://regulations.gov>, including any personal information the commenter provides. Using the search function of the docket Web site, anyone can find and read the electronic form of all comments received into any FAA docket, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477–19478), as well as at <http://DocketsInfo.dot.gov>.

**Docket:** Background documents or comments received may be read at <http://www.regulations.gov> at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m., and 5 p.m., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Albert Mercado, Federal Aviation Administration, Small Airplane Directorate, Aircraft Certification Service, 901 Locust, Room 301, Kansas City, MO 64106, telephone (816) 329–4119, facsimile (816) 329–4090.

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

Interested persons are invited to comment on the proposed design criteria by submitting such written data, views, or arguments as they may desire. Commenters should identify the proposed design criteria on the Lockheed Martin Aeronautics model LMZ1M airship and submit comments, in duplicate, to the address specified above. All communications received on or before the closing date for comments will be considered by the Small Airplane Directorate before issuing the final design criteria.

**Background**

On March 12, 2012 Lockheed Martin Aeronautics submitted an application for type certification for the model LMZ1M airship. The LMZ1M is a hybrid airship incorporating a number of advance features. The tri-lobed airship envelope has 1,285,000 cubic foot displacement incorporating four thrusters to allow thrust vectoring. Thrust vectoring and control surface motions are controlled through a vehicle management system using electronic fly by-wire controls. Rather than conventional landing gear, the LMZ1M

uses air cushion landing system (ACLS) for landing and ground operations. The LMZ1M is a manned cargo lifting hybrid airship with a gondola accommodating eight passengers and two crewmembers and a large cargo bay, and external load capabilities.

**Proposed Design Criteria**

*Applicable Airworthiness Criteria Under 14 CFR part 21*

The only applicable requirement for airship certification in the United States is FAA document “FAA–P–8110–2, Airship Design Criteria (ADC),” dated November 2, 1987 with Change 1, dated July 24, 1992 and Change 2, dated July 24, 1992. This document has been the basis of certification of airships in the United States for many years. The ADC is inadequate for an aircraft with the size and advanced features of the LMZ1M. Given the size and weight of the LMZ1M and in accordance with 14 CFR Part 21.17(b), the level of safety should be commensurate with other transport category aircraft. The “Hybrid Certification Criteria (HCC) for Transport Category Hybrid Airships,” Lockheed Martin Aeronautics Company Document Number 1008D0122 Rev. C dated January 31, 2013 was specifically developed for the LMZ1M. This criteria is based on “FAA P–8110–2, Airship Design Criteria (ADC),” the “Transport Airship Requirements (TAR),” dated March 2000, 14 CFR Part 29—Airworthiness Standards: Transport Category Rotorcraft and to a lesser extent 14 CFR Parts 23, 25, 33 and 35.

**Certification Basis**

The Hybrid Certification Criteria (HCC) for Transport Category Hybrid Airships, Lockheed Martin Aeronautics Company Document Number 1008D0122 Rev. C dated January 31, 2013.

Issued in Kansas City, Missouri, on May 17, 2013.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2013–15056 Filed 6–24–13; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Availability of a Draft Environmental Assessment**

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

**ACTION:** Notice of Availability of a Draft Environmental Assessment for the construction and operation of a

replacement aerial tramway on South Franklin Mountain, El Paso, Texas.

**SUMMARY:** The Federal Aviation Administration (FAA) proposes to fund, construct, operate, and maintain a replacement aerial tramway (ATRAM) system on South Franklin Mountain, El Paso, Texas. The purpose of the proposed project is the replacement of the existing ATRAM with a modern ATRAM system. The FAA needs to continue the safe and reliable transport of FAA maintenance personnel to service communication facilities located at the top of South Franklin Mountain. The FAA's preferred alternative is to construct, operate, and maintain a replacement ATRAM at a location adjacent to the existing ATRAM system at South Franklin Mountain, El Paso, Texas.

The FAA has prepared a Draft Environmental Assessment (DEA) in conformance with the requirements of the National Environmental Policy Act of 1969 (NEPA) and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. The DEA analyzes the potential environmental impacts that may result from construction and operation of the proposed replacement ATRAM system at the proposed site, as well as the no action alternative (i.e., not constructing and operating the replacement ATRAM).

**DATES:** The FAA will accept written comments on the DEA until close of business on July 29, 2013.

**ADDRESSES:** The DEA is available for public review during a 30–day public comment period at the following libraries:

El Paso Main Library, 501 North Oregon Street, El Paso, TX 79901.

Richard Burges Branch Library, 9600 Dyer St., El Paso, TX 79924.

Written comments on the DEA may be sent to: Ms. Virginia Marcks, FAA, AJW–C15H, 2300 East Devon Ave., Des Plaines, IL 60018, fax 847–294–7698, email [virginia.marcks@faa.gov](mailto:virginia.marcks@faa.gov). Copies of the Draft EA on compact disk may be obtained by contacting Ms. Virginia Marcks. Comments received on the DEA during the public comment period will be addressed in the Final Environmental Assessment.

**FOR FURTHER INFORMATION CONTACT:** Ms. Virginia Marcks, Manager, Infrastructure Engineering Center, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Telephone number: 847–294–7494. Email: [virginia.marcks@faa.gov](mailto:virginia.marcks@faa.gov).