

**ALF502R Series Turbofan Engines****Requirements Brought Forward, and Unchanged From AD 95-04-11**

(j) For ALF502R series turbofan engines, remove from service and replace with a serviceable part third stage turbine disks, P/Ns 2-143-030-05, 2-143-030-08, and 2-143-030-14, as follows:

(1) For disks that have been installed only with third stage turbine nozzles P/Ns 2-141-130-52 or 2-141-120-53, remove from service as follows:

(i) For disks that have accumulated 13,220 or more hours time in service (TIS) since new on April 13, 1995 (the effective date of AD 95-04-11), within the next 80 hours TIS after December 11, 1990, but not to exceed the existing cyclic life limit.

(ii) For disks that have accumulated less than 13,220 hours TIS since new on April 13, 1995, before accumulating more than 13,300 hours TIS since new, but not to exceed the existing cyclic life limit.

(iii) Thereafter, remove disks before accumulating more than 13,300 hours TIS since new, but not to exceed the existing cyclic life limit.

(2) For disks that have been installed only with third stage turbine nozzles, P/Ns 2-141-120-57 or 2-141-120-R56, remove from service as follows:

(i) For disks that have accumulated 27,420 or more hours TIS since new on April 13, 1995, within 80 hours TIS after April 13, 1995, but not to exceed the existing cyclic life limit.

(ii) For disks that have accumulated less than 27,420 hours TIS since new on April 13, 1995, before accumulating more than 27,500 hours TIS since new, but not to exceed the existing cyclic life limit.

(iii) Thereafter, remove disks before accumulating more than 27,500 hours TIS since new, but not to exceed the existing cyclic life limit.

(3) For disks that have been installed with both third stage turbine nozzles, P/Ns 2-141-120-52 or 2-141-120-120-53, and third stage turbine nozzles P/Ns 2-141-120-57 or 2-141-120-R56, remove from service as follows:

(i) Determine the prorated hourly life limit using the procedure defined in the Accomplishment Instructions, Section 2.B.(2) of Textron Lycoming SB No. ALF502 72-0002, Revision 22, dated December 21, 1992. From this prorated hourly life limit, subtract 80 hours TIS to determine the compliance threshold.

(ii) For disks that have equaled or exceeded the compliance threshold on April 13, 1995, within the next 80 hours TIS, but not to exceed the existing cyclic life limit.

(iii) For disks that have accumulated fewer than the compliance threshold on April 13, 1995, before accumulating more than the calculated prorated hourly life limit.

(iv) Thereafter, remove disks at or before accumulating the prorated hourly life limit, but not to exceed the existing cyclic life limit.

**Alternative Methods of Compliance**

(k) The Manager, Los Angeles Aircraft Certification Office, has the authority to

approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Special Flight Permits**

(l) Under 14 CFR part 39.23, we are limiting the special flight permits for this AD by allowing a onetime special flight if the disc life limit has been reached.

**Related Information**

(m) Honeywell SB No. ALF/LF A72-1085, Revision 1, dated January 16, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on October 27, 2005.

**Peter A. White,**

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

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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71****User Input to the Aviation Weather Technology Transfer (AWTT) Board**

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

**ACTION:** Proposed rule; notice of public meeting.

**SUMMARY:** The FAA will hold an informal public meeting to seek aviation weather user input on convective weather products. Details: November 10, 2005; Orlando Orange County Convention Center, 9800 International Drive, Room N210A, Orlando, Florida 32819, 1 p.m. to 5 p.m. The objective of this meeting is to provide an opportunity for interested Government and commercial sector representatives who use Government-provided aviation weather information in operational decision-making to provide input on FAA's plans for implementing new convective weather products.

**DATES:** The meeting will be held at the Orlando Orange County Convention Center, 9800 International Drive, Room N210A, Orlando, Florida 32819; Times: 1 p.m. to 5 p.m. on November 10, 2005.

**FOR FURTHER INFORMATION CONTACT:** Debi Bacon, Air Traffic Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385-7705; Fax: (202) 385-7701; e-mail: [debi.bacon@faa.gov](mailto:debi.bacon@faa.gov).

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

In 1999, the FAA established an Aviation Weather Technology Transfer

(AWTT) Board to manage the orderly transfer of weather capabilities and products from research and development (R&D) into operations. The Director of the National Airspace (NAS) Weather Office, Operations Planning, Air Traffic Organization chairs the AWTT Board. The board is composed of stakeholders in the Air Traffic and Aviation Safety organizations in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, the Office of Science and Technology, and the National Center for Environmental Predictions (NCEP) in the National Weather Service.

The AWTT Board meets semi-annually or as needed to determine the readiness of weather R&D products for experimental use or full operational use for meteorologists or for end users. The board makes the determination based on technical and operational readiness, cost and benefits, user needs and budget considerations.

FAA has the sole responsibility and authority to make decisions intended to provide a safe, secure, and efficient U.S. national airspace system. However, it behooves FAA to not make decisions in a vacuum. Rather, FAA is seeking inputs from the user community before decisions are finalized.

Industry users are invited to participate in one-day meetings about three times per year to give specific feedback to the Government. Meetings will be focused on a specific domain (e.g. terminal, enroute) or specific weather phenomena (e.g. turbulence, convection). Meetings will include a time for users to provide input on specific weather products and aviation weather road maps and to surface issues or concerns with those products. The industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry session focused on convective weather products, roadmaps and research activities.

**Meeting Procedures**

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

(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 neither admission fee nor other charge to attend and participate. This meeting is being held in conjunction with the NBAA Convention 2005. There is a charge to attend the NBAA convention; however, any person

desiring to attend this informal meeting will be admitted by NBAA convention officials to this meeting only, at no charge.

(c) FAA personnel will conduct overview briefings on aviation weather products, aviation weather roadmaps and the status of on-going research. Research leads from the convective weather product development team will conduct an overview briefing on the status of research efforts in the convective weather domain. Questions may be asked during the presentation and FAA personnel will clarify any part of the process that is not clear.

(d) FAA personnel will lead a session intended to elicit user views on the convective weather products and any issues surrounding those products. Any person present may offer comment or feedback in the session. Comments and feedback will be captured through discussion between FAA personnel and those persons attending the meeting.

(e) FAA will not take any action items from this meeting nor make any commitments to accept specific user suggestions. An official verbatim transcript of the meeting will not be made. However, a list of the attendees and a digest of discussions during the meeting will be produced and posted on a Web site. Instructions to access the Web site will be provided to all persons attending the meeting and provided to any who desire it.

(f) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback is also solicited and may be submitted to FAA personnel for the period November 11–December 10, 2005.

#### Agenda

- (a) Opening Remarks.
- (b) Review of AWTT weather products, roadmaps and research efforts.
- (c) Convective Weather Products and Issues Session.
- (d) Closing Comments.

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Issued in Washington, DC, on October 27, 2005.

**Richard J. Heuwinkel,**

*Manager, Aviation Weather Policy and Standards.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA-2005-22680; Airspace Docket No. 05-ASW-3]

RIN 2120-AA66

#### Proposed Establishment of Restricted Area 5601F; Fort Sill, OK

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

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This action proposes to establish Restricted Area 5601F (R-5601F) at Fort Sill, OK. The United States (U.S.) Army requests that the FAA take action to establish R-5601F to provide additional airspace needed to support new high angle air-to-ground training requirements for Air Force, Navy, and Marine aircraft operating over the Falcon Bombing Range. This action would also enhance Fort Sill's ability to host joint training.

**DATES:** Comments must be received on or before December 19, 2005.

**ADDRESSES:** Send comments on this proposal to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify FAA Docket No. FAA-2005-22680 and Airspace Docket

No. 05-ASW-3, at the beginning of your comments. You may also submit comments through the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Steve Rohring, Airspace and Rules, Office of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2005-22680 and Airspace Docket No.

05-ASW-3) and be submitted in triplicate to the Docket Management System (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at <http://dms.dot.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2005-22680 and Airspace Docket No. 05-ASW-3." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded through the Internet at <http://dms.dot.gov>. Recently published rulemaking documents can also be accessed through the FAA's Web page at <http://www.faa.gov> or the **Federal Register's** Web page at <http://www.gpoaccess.gov/fr/index.html>.

You may review the public docket containing the proposal, any comments received, and any final disposition in person at the Dockets Office (see **ADDRESSES** section for address and phone number) between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Regional Air Traffic Division, Federal Aviation Administration, 2601 Meacham Blvd; Fort Worth, TX 76193-0500.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267-9677, for a copy of Advisory Circular No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

#### History

On March 1, 2005, the U.S. Army requested that the FAA take action to establish R-5601F. Specifically, the requested action would provide additional airspace needed to support new high angle air-to-ground training