

Alternative One—Sponsor's Proposed Action: Relocate Runway 11R/29L, 450 feet to the southwest, creating a centerline separation of 1,156 feet between the existing Runway 11L/29R and the relocated Runway 11R/29L. The relocated Runway 11R/29L will be 11,000 feet long by 150 feet wide. The relocation of Runway 11R/29L will include construction of a parallel and connecting taxiway system, and associated navigational aids.

Alternative Two—Alternative Airfield Development at Tucson: Extending and upgrading the current general aviation Runway 11R/29L to an air carrier runway, maintaining a 700-foot centerline separation between the current air carrier Runway 11L/29R and the extended and upgraded runway 11R/29L, and

Alternative 3—Relocating and upgrading the general aviation Runway 11R/29L, to an air carrier runway, 2,500 feet south of Runway 11L/29R and converting the current runway 11R/29L to a parallel taxiway that would serve both runways, and

Alternative 4—Relocating and upgrading the general aviation Runway 11R/29L to an air carrier runway, 1,156 feet south of Runway 11L/29R, and converting the runway to a parallel taxiway that would serve both runways. This alternative incorporates a localizer directional aide (LDA) approach.

These airfield development alternatives identified under Alternative 2, 3 and four would likely include several of the support features of Alternative One, including taxiway improvements and associated navigational aids. The specific details of the alternative airfield development at Tucson International Airport will be refined following the scoping process during the preparation of the EIS.

Alternative Five—Use of Other Existing Airports: The possible use of other existing area airports including, but not limited to, Ryan Airfield and Marana Regional Airport will be evaluated.

Alternative Six—Use of Other Modes of Transportation: Use of intercity bus line, rail, and automobile transportation will be evaluated.

Alternative Seven—No Action Alternative: Under this alternative, the existing airport would remain unchanged. Runway 11R/29L would remain in its current configuration.

Comments and suggestions are invited from Federal, State and local agencies, and other interested parties to ensure that the full range of issues related to these proposed projects are addressed and all significant issues are identified. Written comments and suggestions may

be mailed to the FAA informational contact listed above and must be received no later than 5:00 p.m. Pacific Standard Time, December 15, 2005.

Scoping Meetings: The FAA will hold one (1) public and one (1) governmental agency scoping meeting to solicit input from the public and various Federal, State and local agencies having jurisdiction or having specific expertise with respect to any environmental impacts associated with the proposed projects. The public scoping meeting will be held on Tuesday, November 15, 2005, in the Tucson Airport Authority Boardroom at 7005 South Plumer Avenue, Tucson, Arizona 85706. The meeting will be held from 4 p.m. to 7 p.m. Mountain Standard Time (MST). A scoping meeting will be held specifically for governmental agencies on the same day at the same location from 10 a.m. to 12 p.m. MST.

Issued in Hawthorne, California on Tuesday, October 4, 2005.

Mark A. McClardy,

Manager, Airports Division, Western-Pacific, Region AWP-600.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Proposed Policy Statement No. ANE-200X-33.3-X]

Policy for Repair and Alteration of Rotating Turbine Engine Life Limited Parts

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of availability for proposed policy statement; request for comments.

SUMMARY: The Federal Aviation Administration (FAA) announces the availability of proposed policy for the repair and alteration of rotating turbine engine-life limited parts (RTE-LLPs). This proposed policy establishes that the FAA will treat all repairs and alterations of RTE-LLPs as major repairs and major alterations. We are also proposing that all RTE-LLP repair and alteration data must include a methodology to assess the life of the repaired or altered part and the continued operational safety of the repaired product. This proposed policy provides guidance for: (1) Technical substantiation for repair or alteration of RTE-LLPs; and (2) Aircraft Certification Offices (ACOs) and Designated Engineering Representatives to evaluate and approve repair and alteration data.

DATES: Comments must be received by November 14, 2005.

ADDRESSES: Send all comments on the proposed policy to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

FOR FURTHER INFORMATION CONTACT: Karen M. Grant, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: karen.m.grant@faa.gov; telephone (781) 238-7119; fax: (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited: The proposed policy is available on the Internet at the following address: http://www.faa.gov/aircraft/draft_docs/. If you do not have access to the Internet, you may request a copy by contacting the individual listed under **FOR FURTHER INFORMATION CONTACT**. The FAA invites interested parties to comment on the proposed policy. Comments should identify the subject of the proposed policy and be submitted to the individual identified under **FOR FURTHER INFORMATION CONTACT**. The FAA will consider all comments received by the closing date before issuing the final policy.

We will file in the docket all comments received, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed policy. The docket is available for public inspection before and after the comment date. If you wish to review the docket in person, go to the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Background: During the past year, we reviewed the technical data for numerous RTE-LLP repairs. We observed deficiencies in the data for many of these repairs. We also noted that many repairs were improperly assessed as minor and were not properly coordinated with the appropriate ACOs. This proposed policy would provide guidance on the coordination and the technical data needed for RTE-LLP repairs and alterations.

(Authority: 49 U.S.C. 106(g), 40113, 44701-44702, 44704).

Issued in Burlington, Massachusetts, on October 3, 2005.

Francis A. Favara,

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

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