

determine when an "unsafe condition is likely to exist or develop in other products of the same type design" before prescribing corrective action in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 39. CAAM is used for products associated with the Powerplant or Auxiliary Power Unit (APU) Installations on Transport Category Airplanes.

Continued airworthiness requires that safety concerns within the existing fleet be addressed, and the knowledge gained applied for the benefit of future fleets as well. This proposed AC also provides CAAM guidance for estimating the risks associated with identified unsafe conditions; defining prioritizing, and selecting suitable corrective actions for all identified unsafe conditions; and verifying that the corrective actions were effective. This proposed AC is intended to present a tangible means of logically assessing and responding to the safety risks posed by unsafe conditions.

This proposed AC does not establish any requirement that the FAA must perform a risk assessment before issuing an AD, or that the FAA must wait to issue an AD until the design approval holder performs a risk assessment, or that the FAA must accept the findings of a risk assessment performed by the design approval holder. CAAM, as described in this proposed AC, assists the FAA in making decisions concerning the priority in which unsafe conditions should be addressed. The FAA may issue an AD for a particular unsafe condition before a risk assessment is performed, or without having an assessment performed at all.

In this regard, CAAM does not define "unsafe condition" in a powerplant or APU installation. Rather, CAAM is a tool that the FAA usually will use to make the kinds of decisions described above.

Note that the descriptive level of the CAAM process contained in this AC is aimed at the individual, whether from the FAA or the manufacturer, who is without extensive risk analysis experience. Some of the material within this AC will therefore seem very basic to the experienced analyst. Additionally, this proposed AC recognizes that an analysis must sometimes be performed without the benefit of readily-available information from the manufacturer. Typically, it is expected that more specific information will be available to the analyst, thus eliminating the need for some of the process steps that are described.

While information may be provided by and the assessment performed by the applicant, decisions as to whether an

unsafe condition exists, and the appropriate responses to that unsafe condition, are exclusively the responsibility of the Administrator.

This proposed advisory circular, published under the authority granted to the Administrator by 49 U.S.C. 106(g), 40113, 44701-44702, 44704, provides guidance for the use of CAAM.

Dated: Issued in Burlington, Massachusetts, on September 24, 2002.

**Francis Favara,**

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

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2002-57]

#### Petitions for Exemption; Summary of Petitions Received

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

**ACTION:** Notice of petitions for exemption received, extension of comment period.

**SUMMARY:** This action extends the comment period for a petition for exemption that was published in the **Federal Register** on September 10, 2002. The FAA has determined that the summary was general in nature. To offer the public more information on the petition, the FAA has revised the summary. In addition, the FAA is extending the comment period to allow interested parties sufficient time to submit comments.

**DATES:** Comments about petitions received must identify the petition docket number involved and must be received on or before October 14, 2002.

**ADDRESSES:** Send comments on any petition to the Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, SW., Washington, DC 20590-0001. You must identify the docket number FAA-2002-12501 at the beginning of your comment. If you wish to receive confirmation that FAA received your comments, include a self-addressed, stamped postcard.

You may also submit comments through the Internet to <http://dms.dot.gov>. You may review the public docket containing the petition, any comments received, and any final disposition in person in the Dockets Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Dockets Office (telephone

1-800-647-5527) is on the plaza level of the NASSIF Building at the Department of Transportation at the above address. Also, you may review public dockets on the Internet at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Denise Emrick (202) 267-5174, Office of Rulemaking (ARM-1), Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591.

#### Extension of Comment Period

Pursuant to FAA's rulemaking provisions governing the application, processing, and disposition of petitions for exemption part 11 of Title 14, Code of Federal Regulations (14 CFR), this notice contains a summary of certain petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

The original summary of the petition was published in the **Federal Register** on September 10, 2002 (67 FR 57478). The FAA has determined that the summary was general in nature; therefore, the FAA is offering the public more information on this petition to allow the public a chance to offer comments more specific to the situation. The FAA has determined that an extension of the comment period is consistent with the public interest, and that good cause exists for taking this action. Accordingly, the comment period for Docket No. FAA-2002-12501 is extended until October 14, 2002.

Issued in Washington, DC, on September 25, 2002.

**Donald P. Byrne,**

*Chief Counsel for Regulations.*

#### Petitions for Exemption

*Docket No.:* FAA-2002-12501.

*Petitioner:* Mr. Anthony P.X.

Bothwell, Attorney for ten petitioners.

*Section of 14 CFR Affected:* 14 CFR 121.383(c).

*Description of Relief Sought:* To permit the petitioners to act as pilots in operations conducted under part 121 after reaching their 60th birthdays. The petitioners submit no medical information to support this petition, instead, the petitioners allege that the Age 60 rule has no safety basis and was originally adopted as an act of favoritism and continues to be supported by the FAA as an economic favor to the airline industry. The

petitioners allege that the FAA intentionally misrepresented the justification for the Age 60 rule to the public, Congress, Federal courts, and the International Civil Aviation Organization. The petitioners allege that the U.S. Senate Committee on Appropriations ordered the FAA to conduct a study in a 2000 appropriations bill. The petitioner allege that the study was flawed. Further, the petitioners allege that there is "evidence of the FAA's intent—perhaps even its complicity with the [Senate Appropriations] Committee—to mislead." The petitioners assert that the FAA has refused to collect data, make data available that has been collected, or analyze data that has been collected that would undermine the Age 60 rule. The petitioners claim pilot incapacitation poses no threat to safety in air operations; therefore, there is no justification for the FAA "no exemptions" policy towards Age 60. The petitioners allege that when FAA considers granting exemptions to Age 60 rule, it does not take into consideration that performance and medical checks would eliminate at-risk pilots. The petitioners claim that they are entitled to be exempt from the Age 60 rule because the rule has no medical or safety basis; therefore, granting them an exemption to the rule will not adversely affect safety.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### User Input to the Aviation Weather Technology Transfer Board

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

**ACTION:** Notice of public meeting.

**SUMMARY:** The FAA will hold an informal public meeting to seek aviation weather user input to the Aviation Weather Technology Transfer (AWTT) Board. Details: October 22, 2002; Hilton Palm Springs Resort, 400 East Tahquitz Canyon Way, Palm Springs, California; 1 p.m. to 5 p.m. in the Horizon Room. The objective of this meeting is to provide an opportunity for interested aviation weather users to provide input on FAA's plans for implementing new weather products.

**DATES:** The meeting will be held at 1 p.m. to 5 p.m. on October 22, 2002.

**ADDRESSES:** The meeting will be held in the Horizon Room at the Hilton Palm

Spring Resort, 400 East Tahquitz Canyon Way, Palm Springs, California 92262 in conjunction with the Aircraft Owners and Pilots (AOPA) Expo '02.

**FOR FURTHER INFORMATION CONTACT:** Debi Bacon, Aerospace Weather Policy Division, ARS-100, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; telephone number (202) 385-7705; Fax: (202) 385-7701; email: [debi.bacon@faa.gov](mailto:debi.bacon@faa.gov). Internet address: <http://www.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 into operations. The Director of the Aerospace Weather Policy and Standards Staff, ARS-20, chairs the AWTT Board. The board is composed of stakeholders in Air Traffic Services, ATS; Regulation and Certification, AVR; and Research and Acquisitions, ARA in the Federal Aviation Administration and the Office of Climate, Water and Weather Services, OS and the Office of Science and Technology, OST in the National Weather Service.

The AWTT Board meets semi-annually or as needed, to determine the readiness of weather research and development (R&D) products for experimental use, full operational use for meteorologists or full operational use for end users. The board's determinations will be based upon criteria in the following areas: users needs; benefits; costs; risks; technical readiness; operational readiness and budget requirements.

The user interface process is designed to allow FAA to both report progress and receive feedback from industry users. Each AWTT board meeting will be preceded by a half-day industry review session approximately one month prior to each board meeting. These industry review sessions will be announced in the **Federal Register** and open to all interested parties.

This meeting is the industry review session intended to receive feedback on a weather R&D product that will be presented for consideration at the November 2002 AWTT Board meeting. The product to be considered is the Integrated Turbulence Forecast Algorithm (ITFA).

##### 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 AOPA Expo '02. There is a charge to attend the AOPA Expo '02; however, any person attending this informal meeting only will be admitted by AOPA conference officials, to this meeting only, at no charge.

(c) FAA personnel present will conduct a briefing on how the AWTT system works and changes to the process made in the last year. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the process that is not clear.

(d) FAA personnel will present a briefing on the specific product to be reviewed at the November 2002 AWTT Board Meeting. Any person will be allowed to ask questions during the presentation and FAA personnel will clarify any part of the presentation that is not clear.

(e) Any person present may give feedback on the product to be presented. Feedback on the proposed product will be captured through discussion between FAA personnel and any persons attending the meeting. The meeting will not be formally recorded. However, informal tape recordings may be made of the presentations to ensure that each respondent's comments are noted accurately.

(f) An official verbatim transcript or minutes of the informal meeting will not be made. However, a list of the attendees, a digest of discussions during the meeting and an action item list will be produced. Any person attending may receive a copy of the written information upon request to the information contact, above.

(g) Every reasonable effort will be made to hear each person's feedback consistent with a reasonable closing time for the meeting. Written feedback may also be submitted to FAA personnel for up to seven (7) days after the close of the meeting.

##### Agenda

(a) Opening Remarks and Discussion of Meeting Procedures.

(b) Briefing on AWTT Process.

(c) Briefing on Weather Products.

(d) Request for User Input.

(e) Closing Comments.