

submitted by Greater Orlando Aviation Authority was substantially complete within the requirements of section 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than July 21, 2005.

The following is a brief overview of the application.

*Proposed charge effective date:* May 1, 2016.

*Proposed charge expiration date:* November 1, 2020.

*Level of the proposed PFC:* \$3.00.

*Total estimated PFC revenue:* \$232,818,000.

*Brief description of proposed project(s):*

Runway 18L/18R Runway Safety Area (RSA), Improvements (MCO) (Design & Construction); East Airfield Modifications (MCO) (Design Only); West Airfield Taxiway Improvements (MCO) (Design Only); Airfield Pavement Rehabilitation (MCO) (Design & Construction); Implement Sound Insulation & Property Acquisition Program (MCO) (Design & Construction); High Mast Lighting Rehabilitation (MCO) (Design & Construction); Taxiways E & F Rehabilitation (MCO) (Design & Construction); Airsides 1 and 3 Rehabilitation (MCO) (Design & Construction); Airside Terminal 2 Expansion (MCO) (Design & Construction); Extension of Taxiways G1 and H2 (MCO) (Design & Construction); Airside 2 and 4 Ramp Rehabilitation (MCO) (Design & Construction); New Large Aircraft Modifications at West Airfield (MCO) (Design & Construction); Mitigation Management/Environmental Costs (MCO) (Design & Construction); Reimbursement of Mitigation Management/Environmental Costs (MCO); Airport Exit Road Improvements (MCO) (Design & Construction); Roadway Rehabilitation Project (MCO) (Design & Construction); Cargo Road Extension (MCO); Widening of South Access Road (MCO) (Design & Construction); Enplane/Deplane Drive Expansion Joints & Lighting Rehabilitation (MCO) (Design & Construction); Landside Terminal Emergency Electrical System Improvements (MCO) (Design & Construction); Security Improvement Program (MCO) (Design & Construction); Explosion Detection System (EDS) Implementation (MCO) (Design & Construction); Terminal Improvement Program (MCO) (Design & Construction); Reimbursement of Airfield Improvement Projects (ORL); Airfield Lighting and Drainage Improvements (ORL) (Design & Construction); NAVAID Improvements (ORL) (Design & Construction); East and West Quadrant Ramp Improvements (ORL) (Design & Construction)

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Not applicable

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice

and other documents germane to the application in person at the Greater Orlando Aviation Authority.

Dated: Issued in Orlando, Florida, on April 7, 2005.

**W. Dean Stringer,**

*Manager, Orlando Airport District Office  
Southern Region.*

[FR Doc. 05-7632 Filed 4-15-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Airborne Selective Calling Equipment

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

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of, and requests comment on proposed Technical Standard Order (TSO) C-59a, Airborne Selective Calling (SELCAL) Equipment. This proposed TSO tells persons seeking a TSO authorization or letter of design approval what minimum performance standards (MPS) their SELCAL must meet to be identified with the appropriate TSO marking.

**DATES:** Comments must be received on or before May 18, 2005.

**ADDRESSES:** Send all comments on this proposed TSO to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Avionics Systems Branch (AIR-130), 800 Independence Avenue SW., Washington, DC 20591. ATTN: Mr. David Robinson. Or, you may deliver comments to: Federal Aviation Administration, Room 815, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Robinson, AIR-130, Room 815, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Telephone (202) 385-4650, FAX: (202) 385-4651.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

You are invited to comment on the proposed TSO by submitting written data, views, or arguments to the above address. Comments received may be examined, both before and after the closing date, in room 815 at the above address, weekdays except federal holidays, between 8:30 a.m. and 4:30 p.m. The Director, Aircraft Certification Service, will consider all comments received on or before the closing date before issuing the final TSO.

## Background

This TSO prescribes the minimum performance standard for airborne selective calling (SELCAL) equipment intended to permit selective calling of individual aircraft over approved communications channels linking the ground station with the aircraft. The system is designed to operate with existing high frequency (HF) and very high frequency (VHF) ground-to-air transmitters and receivers.

## How To Obtain Copies

You can view or download the proposed TSO from its online location at: <http://www.airweb.faa.gov/rgl>. At this web page, select "Technical Standard Orders." At the TSO page, select "Proposed Orders." For a paper copy, contact the person list in **FOR FURTHER INFORMATION CONTACT**.

Dated: Issued in Washington, DC, on April 11, 2005.

**Susan J. M. Cabler,**

*Acting Manager, Aircraft Engineering  
Division, Aircraft Certification Service.*

[FR Doc. 05-7619 Filed 4-15-05; 8:45 am]

**BILLING CODE 4910-13-M**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of Title 49 Code of Federal Regulations Part 236

Pursuant to Title 49 Code of Federal Regulations (CFR) Part 235 and 49 U.S.C. 20502(a), the following railroad has petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

#### Docket Number FRA-2005-20758

**Applicants:** Consolidated Rail Corporation, Mr. R. E. Inman, Assistant Chief Engineer—C& S/ Maintenance, 1000 Howard Boulevard, Room 470, Mount Laurel, New Jersey 08054-2355.  
Canadian National Railroad, Mr. David Ferryman, Chief Engineer-U.S. Region, 17641 South Ashland Avenue, Homewood, Illinois 60430-1345.

The Consolidated Rail Corporation (Conrail) and the Canadian National Railroad (CN), jointly seeks approval of the proposed modification of Schaefer Interlocking, milepost 3.08, near Dearborn, Michigan, where the single

Conrail Junction Yard Secondary track, cross at grade, the two CN Schaefer Yard Tracks. The proposed changes consist of the conversion of Schaefer Interlocking from manual to automatic operation.

The reason given for the proposed change is that both Conrail and CN tracks are operated at slow speed, and the conversion of Schaefer Interlocking to a full automatic interlocking, would allow train crews to make moves without contacting the Schaefer Tower block operator, thus reducing radio traffic.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and include a concise statement of the interest of the party in the proceeding. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

All communications concerning this proceeding should be identified by the docket number and must be submitted to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590-0001.

Communications received within 45 days of the date of this notice will be considered by the FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the internet at the docket facility's Web site at <http://dms.dot.gov>.

FRA wishes to inform all potential commenters that anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78) or you may visit <http://dms.dot.gov>.

FRA expects to be able to determine these matters without an oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written

statements, an application may be set for public hearing.

Issued in Washington, DC on April 12, 2005.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 05-7643 Filed 4-15-05; 8:45 am]

**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

#### Petition for Waiver of Compliance

In accordance with Part 211 of Title 49 Code of Federal Regulations (CFR), notice is hereby given that the Federal Railroad Administration (FRA) received a request for a waiver of compliance with certain requirements of its safety standards. The individual petition is described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being requested, and the petitioner's arguments in favour of relief.

#### Link Up International, Corporation

[Docket Number FRA-2005-20426]

The Link Up International Corporation (LUIC) seeks a waiver of compliance from the requirements of Title 49 Code of Federal Regulations (CFR) § 231 Safety Appliance Standards, specifically § 231.1.(a) Handbrake (2) Dimensions. 231.1(a)(2)(ii) The brake wheel may be flat or dished, not less than 15, preferably 16, inches in diameter, of malleable iron, wrought iron, or steel.

LUIC requests this requirement be permanently waived to manufacture handbrake wheels from a high density polyethylene, and with an aluminum or steel insert, over-molded in place.

LUIC contends a composite wheel offers several cost and safety-related advantages over a standard steel wheel. LUIC contends the primary benefit of a composite wheel is weight reduction that will significantly reduce wear to drive shaft bearings that will extend life to the handbrake. LUIC believes there are secondary benefits related to safety by applying the composite wheel with increased torque and reduce personal injuries by having finger ridges and cross-checked etched pattern into the surface to enhance the grip, yet subtle enough to prevent personal injury compared to a steel wheel that can have

a rough finish with metal burs. LUIC believes the rail industry will see a significant savings with composite handbrake wheels by purchase price equal to or below standard steel wheels, with longer handbrake life, and elimination of handbrake injuries.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2005-20426) and must be submitted in triplicate to the Docket Clerk, DOT Central Docket Management Facility, Room PL-401, Washington, DC. 20590-0001. Communications received within 45 days of the date of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at DOT Central Docket Management Facility, Room PL-401 (Plaza Level), 400 Seventh Street SW., Washington. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19377-78). The statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC. on April 12, 2005.

**Grady C. Cothen, Jr.,**

*Deputy Associate Administrator for Safety Standards and Program Development.*

[FR Doc. 05-7642 Filed 4-15-05; 8:45 am]

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