

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