

Comments may also be e-mailed to: Comments-on-LSA-Standard@faa.gov. All comments must be marked: Consensus Standards Comments, and must specify the standard being addressed by ASTM designation and title.

**FOR FURTHER INFORMATION CONTACT:**

Larry Werth, Light-Sport Aircraft Program Manager, Programs and Procedures Branch (ACE-114), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone (816) 329-4147; e-mail: larry.werth@faa.gov.

**SUPPLEMENTARY INFORMATION:** This notice announces the availability of a consensus standard relating to the provisions of the Sport Pilot and Light-Sport Aircraft rule. ASTM International Committee F37 on Light Sport Aircraft developed this standard.

*Comments Invited:* Interested persons are invited to submit such written data, views, or arguments, as they may desire. Communications should identify the consensus standard number and be submitted to the address specified above. All communications received on or before the closing date for comments will be forwarded to ASTM International Committee F37 for consideration. The standard may be changed in light of the comments received. The FAA will address all comments received during the recurring review of the consensus standard and will participate in the consensus standard revision process.

*Background:* Under the provisions of the Sport Pilot and Light-Sport Aircraft rule, and revised Office of Management and Budget (OMB) Circular A-119, "Federal Participation in the Development and Use of Voluntary Consensus Standards and in Conformity Assessment Activities", dated February 10, 1998, industry and the FAA have been working with ASTM International to develop consensus standards for light-sport aircraft. These consensus standards satisfy the FAA's goal for airworthiness certification and a verifiable minimum safety level for light-sport aircraft. Instead of developing airworthiness standards through the rulemaking process, the FAA participates as a member of Committee F37 in developing these standards. The use of the consensus standard process assures government and industry discussion and agreement on appropriate standards for the required level of safety.

The FAA has reviewed the standard presented in this NOA for compliance

with the regulatory requirements of the rule. Any light-sport aircraft issued a special light-sport airworthiness certificate, which has been designed, manufactured, operated and maintained, in accordance with this and previously accepted ASTM consensus standards provides the public with the appropriate level of safety established under the regulations. Manufacturers who choose to produce these aircraft and certificate these aircraft under 14 CFR part 21, §§ 21.190 or 21.191 are subject to the applicable consensus standard requirements. The FAA maintains a listing of all accepted standards at afs600.faa.gov.

**The Effective Period of Use**

The consensus standard listed in this notice may be used unless the FAA publishes a specific notification otherwise.

**The Consensus Standards**

The FAA finds the following consensus standard acceptable for certification of the specified aircraft under the provisions of the Sport Pilot and Light-Sport Aircraft rule:

ASTM Designation F2483-05, titled: Standard Practice for Maintenance and the Development of Maintenance Manuals for Light Sport Aircraft.

**Availability**

This consensus standard is copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959. Individual reprints of this standard (single or multiple copies, or special compilations and other related technical information) may be obtained by contacting ASTM at this address, or at (610) 832-9585 (phone), (610) 832-9555 (fax), through [service@astm.org](mailto:service@astm.org) (e-mail), or through the ASTM Web site at <http://www.astm.org>. To inquire about standard content and/or membership, or about ASTM International Offices abroad, contact Daniel Schultz, Staff Manager for Committee F37 on Light Sport Aircraft: (610) 832-9716, [dschultz@astm.org](mailto:dschultz@astm.org).

Issued in Kansas City, Missouri on April 7, 2005.

**David R. Showers,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-7631 Filed 4-15-05; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent to Rule on Application 05-10-C-00-MCO To Impose, Use the Revenue From, Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Orlando International Airport, Orlando, FL.**

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

**ACTION:** Notice of Intent to Rule on Application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose, use the revenue from, impose and use the revenue from a PFC at Orlando International Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

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

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Orlando Airports District Office; 5950 Hazeltine National Drive, Suite 400; Orlando, Florida 32822

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. C.W. Jennings of the Greater Orlando Aviation Authority at the following address: Greater Orlando Aviation Authority, Orlando International Airport, One Airport Boulevard, Orlando, Florida 32827-4399. Air carriers and foreign air carriers may submit copies of written comments previously provided to the Greater Orlando Aviation Authority under § 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Vernon P. Rupinta, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, Florida 32822, (407) 812-6331, Extension 124. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose the revenue from a PFC at Orlando International Airport and use at Orlando International Airport and Orlando Executive Airport under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 29, 2005, the FAA determined that the application to impose, use the revenue from, impose and use the revenue from a PFC

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