

Administration, Transport Airplane Directorate, Transport Standards Propulsion and Mechanical Systems Branch, ANM-112, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2147; fax (425) 227-1320; e-mail: [stephen.happenny@faa.gov](mailto:stephen.happenny@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Disposition of Comments

A notice of proposed policy was published in the **Federal Register** on February 19, 2003 (68 FR 8073). Seven (7) commenters responded to the request for comments.

##### Background

The final policy further simplifies the certification process pertaining to the acceptable amount of smoke penetration permitted into the cabin during a below deck cargo compartment smoke penetration test. It clarifies the test criteria for the means of compliance addressed in AC 25-9A and supplements that material.

The final policy as well as the disposition of comments received is available on the Internet at the following address: <http://www.airweb.faa.gov/rgl>. If you do not have access to the Internet, you can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

Issued in Renton, Washington, on November 4, 2005.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 05-23016 Filed 11-21-05; 8:45am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Railroad Administration

[Waiver Petition Docket Number FRA-2005-21964]

#### Long Island Railroad; Supplemental Notice of Public Hearing and Extension of Comment Period

On September 16, 2005, FRA published a notice in the **Federal Register** announcing the Long Island Railroad's (LIRR) intent to be granted a waiver of compliance from certain provisions of the *Railroad Operating Practices* regulations, 49 Code of Federal Regulations (CFR) part 218, regarding blue signal protection of workers. See 70 FR 54801. Specifically, LIRR requests relief from the requirements of 49 CFR 218.29 *Alternate methods of protection*, at its Diesel Service Facilities in Richmond Hills, NY, and Long Island City, NY.

According to LIRR, both facilities are stub-end yards jointly used by both its transportation and mechanical forces. These yards function to service, maintain, inspect, and dispatch the diesel passenger fleet for the LIRR. Each facility has a speed limit of 5 mph, with fixed derails on each service track, and manually operated switches. Yard movement is controlled by a yardmaster. Due to the configuration and service demands, the yard cannot facilitate the placement of a derail at the 150-foot interval as prescribed in § 218.29. Additionally, LIRR believes that lining and locking the manual switches increases potential error of proper switch alignment, and is a safety concern for all employees working in the area. Therefore, LIRR requests that employees at these two facilities be allowed to place derails at a distance of 50-feet from the equipment. LIRR states that they will post signage to reinforce the 5-mph speed restriction, as well as paint physical clearance lines denoting the 50-foot distance.

As a result of the comments received by FRA concerning this waiver petition, FRA has determined that a public hearing is necessary before a final decision is made on this petition. Accordingly, a public hearing is hereby set to begin at 9 a.m. on December 21, 2005, in Conference Room 820 at the Hunters Point Plaza, 47-40 21st Street, Long Island City, New York 11101. Interested parties are invited to present oral statements at this hearing.

The hearing will be informal and will be conducted in accordance with FRA's Rules of Practice (49 CFR part 211.25) by a representative designated by FRA. FRA's representative will make an opening statement outlining the scope of the hearing, as well as any additional procedures for the conduct of the hearing. The hearing will be a non-adversarial proceeding in which all interested parties will be given the opportunity to express their views regarding this waiver petition, without cross-examination. After all initial statements have been completed, those persons wishing to make a brief rebuttal statements will be given an opportunity to do so in the same order in which initial statements were made.

In addition, FRA is extending the comment period in this proceeding until December 30, 2005. FRA reserves the right to announce a further extension of the comment period for the purpose of receiving post-hearing submissions should that appear appropriate in the judgment of the Board based on testimony received at the public hearing. All communications concerning these proceedings should

identify the appropriate docket number (Waiver Petition Docket Number FRA-2005-21964) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. 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>.

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). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on November 15, 2005.

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

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

[FR Doc. 05-23027 Filed 11-21-05; 8:45 am]

**BILLING CODE 4910-06-P**

## 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-2005-22824

*Applicant:* National Railroad Passenger Corporation, Mr. William Crosbie, Senior Vice President, Operations, 60 Massachusetts Avenue, NE., Washington, DC 20002.

The National Railroad Passenger Corporation (Amtrak) with the concurrence from Connecticut Department of Transportation (CDOT) and the Providence and Worcester

Railroad Company (P&W), seeks approval of the proposed modification of five remote-controlled interlockings protecting movable bridges on Amtrak's Northeast Corridor, New England Division, in Connecticut, on Main Tracks No. 1 and No. 2, as follows:

1. The discontinuance and removal of the four power-operated derrails at "Conn," milepost 106.8, at the Connecticut River, in Old Saybrook, Connecticut;

2. The discontinuance and removal of the four power-operated derrails at "Nan," milepost 116.7, at the Niantic River, in Niantic, Connecticut;

3. The discontinuance and removal of the four power-operated derrails at "Shaws Cove," milepost 122.5, in New London, Connecticut;

4. The discontinuance and removal of the four power-operated derrails at "Groton," milepost 124.2, at the Thames River, Groton, Connecticut; and

5. The discontinuance and removal of the four power-operated derrails at "Mystic River," milepost 131.9, in Mystic, Connecticut;

The changes proposed consist of the removal of four derrails at each interlocking, one for each track in each direction. Each of the interlocking home signals protecting these derrails and the associated movable bridges have been equipped with the Northeast Corridor 100 Hz coded cab signal system with speed control, or Automatic Train Control (ATC). The interlockings have also been equipped with Amtrak's Advanced Civil Speed Enforcement System (ACSES) Positive Train Stop (PTS), in addition to ATC.

The reason given for the proposed changes is that removal of the derrails is to eliminate maintenance and operation of obsolete hardware no longer needed, and to reduce delays to trains caused by failures of the derrails and the associated movable bridges. The derrails have been rendered obsolete by ATC and ACSES technologies, which enforce slowing and stopping of trains prior to passing the interlocking home signals in stop position, rather than derail the train after it passes the stop signal.

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 November 15, 2005.

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

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

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**BILLING CODE 4910-06-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2004-19549; Notice 2]

#### Decision That Nonconforming 2001 Chevrolet Blazer (Plant Code "K" or "2") Multipurpose Passenger Vehicles Are Eligible for Importation

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice of decision by National Highway Traffic Safety Administration that nonconforming 2001 Chevrolet Blazer (plant code "K" or "2") multipurpose passenger vehicles are eligible for importation.

**SUMMARY:** This document announces a decision by the National Highway Traffic Safety Administration (NHTSA)

that certain 2001 Chevrolet Blazer (plant code "K" or "2") multipurpose passenger vehicles (MPVs) that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 2001 Chevrolet Blazer (plant code "K" or "2") MPV), and they are capable of being readily altered to conform to the standards.

**DATES:** This decision was effective January 27, 2005.

**FOR FURTHER INFORMATION CONTACT:** Coleman Sachs, Office of Vehicle Safety Compliance, NHTSA (202-366-3151).

#### SUPPLEMENTARY INFORMATION:

##### Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for sale in the United States, certified as required under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR Part 592. As specified in 49 CFR 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

Wallace Environmental Testing Laboratories, Inc. (WETL) (Registered