

each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-2004-18980.

*Date Filed:* August 25, 2004.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 15, 2004.

*Description:* Application of St. Barth Commuter requesting a foreign air carrier permit authorizing it to engage in the carriage of persons, property and mail in charter foreign air transportation between St. Martin, St. Barthélémy, Guadeloupe and Martinique in the French West Indies and San Juan, Puerto Rico and St. Croix and St. Thomas in the U.S. Virgin Islands.

*Docket Number:* OST-2004-18974.

*Date Filed:* August 25, 2004.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 15, 2004.

*Description:* Application of Paradigm Air, Inc. requesting a certificate of public convenience and necessity to authorize it to engage in interstate charter air transportation of persons, property, and mail.

*Docket Number:* OST-2004-18976.

*Date Filed:* August 25, 2004.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 15, 2004.

*Description:* Application of Paradigm Air, Inc. requesting a certificate of public convenience and necessity to authorize it to engage in foreign charter air transportation of persons, property and mail between any point or points in the United States, its territories and possessions, or the District of Columbia, and any other point or points outside the United States, its territories and possessions. Paradigm Air also seeks the right to hold itself out and trade as "Paradigm Air."

**Andrea M. Jenkins,**

Program Manager, Docket Operations,  
Federal Register Liaison.

[FR Doc. 04-20326 Filed 9-7-04; 8:45 am]

**BILLING CODE 4910-62-P**

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-2004-18741**

*Applicant:* Union Pacific Railroad Company, Mr. Phil Abaray, Chief Engineer—Signals, 1416 Dodge Street, Room 1000, Omaha, Nebraska 68179-1000.

The Union Pacific Railroad Company seeks approval of the proposed modification of the traffic control system at milepost 211.9, on the Valley Subdivision, Roseville Area, at Tehama, California. The proposed changes consist of the conversion of power-operated switch No. 159A to hand operation, equipped with a switch circuit controller, and relocation of controlled signal No. 162R to the north of switch No. 159A, so that the switch is no longer within the limits of the control point.

The reason given for the proposed changes is that the track accessed by switch No. 159A will only be used occasionally as a storage track and the controlled power-operated switch machine is no longer needed, and since there is no available route through switch 159A, signal 162R will be moved northward, nearer the power-operated crossover it protects.

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 August 31, 2004.

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

Acting Associate Administrator for Safety.

[FR Doc. 04-20257 Filed 9-7-04; 8:45 am]

**BILLING CODE 4910-06-P**

## **DEPARTMENT OF TRANSPORTATION**

### **National Highway Traffic Safety Administration**

**[Docket No. NHTSA-2004-18945]**

#### **Notice of Receipt of Petition for Decision That Nonconforming 2000 Cadillac Deville Passenger Cars, Manufactured From August 1, 1999, through December 31, 2000, Are Eligible for Importation**

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

**ACTION:** Notice of receipt of petition for decision that nonconforming 2000 Cadillac Deville passenger cars, manufactured from August 1, 1999, through December 31, 2000, are eligible for importation.

**SUMMARY:** This document announces receipt by the National Highway Traffic Safety Administration (NHTSA) of a petition for a decision that 2000 Cadillac Deville passenger cars, manufactured from August 1, 1999, through December 31, 2000, that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards are eligible for importation into the United States because (1) they are substantially similar to vehicles that were originally manufactured for sale in the United States and that were certified by their manufacturer as complying with the safety standards, and (2) they are

## **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