

Approval Procedures for Parts Manufacturer Approval of Critical Engine and Propeller Parts.

DATES: The FAA issued policy statement number ANE-2004-33.4-4 on March 4, 2005.

FOR FURTHER INFORMATION CONTACT:

Karen M. Grant, FAA, Engine and Propeller Standards Staff, ANE-110, 12 New England Executive Park, Burlington, MA 01803; e-mail: karen.m.grant@faa.gov; telephone: (781) 238-7119; fax: (781) 238-7199. The policy statement 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 may request a copy of the policy by contacting the individual listed in this section.

SUPPLEMENTARY INFORMATION: The FAA published a notice in the **Federal Register** on November 8, 2004 (69 FR 64805) to announce the availability of the proposed policy and invite interested parties to comment.

We have filed in the docket all comments we received, as well as a report summarizing each substantive public contact with FAA personnel concerning this policy. The docket is available for public inspection. If you wish to review the docket in person, go to the above address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Background

This policy memorandum provides guidance to Aircraft Certification Offices when establishing their process for evaluating Parts Manufacturer Approval (PMA) applications for critical engine and propeller parts. This policy also requires applicants to complete a safety assessment and to consider a continuous operational safety plan for all engine and propeller PMA proposed parts.

Authority: 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

Issued in Burlington, Massachusetts, on March 4, 2005.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 05-5340 Filed 3-17-05; 8:45 am]

BILLING CODE 4910-13-M

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 favor of relief.

**Metro North Railroad (MNCW)
(Docket Number FRA-2005-20314)**

The Metro North Railroad (MNCW) seeks a waiver of compliance from docket number, FRA-2005-20314, with the Passenger Equipment Safety Standards, 49 CFR part 238, section 309(b) periodic brake equipment maintenance, as it pertains to scheduled 1,104 day clean, repair, and test intervals for a MU locomotive that is part of a fleet that is 100% equipped with air driers and also equipped with one of the approved brake systems, RT-5A. MNCW is requesting permission to extend the 1,104 day intervals by 184 days for 144 M1-A MU rail cars. MNCW explains in their request that the M1-A cars were slated for retirement prior to coming due for the 1,104 day maintenance but because they are not receiving new M7 cars on time, they are unable to do this.

As part of the request, the railroad will perform a 368 day inspection, which will include the same maintenance and overhaul to the M1-A air compressor and air quality system as required as part of the 1104 day maintenance. Also, at this time, they will renew the emergency brake valve portion, the J-1 Relay valve, and the electro-pneumatic emergency valve, and perform a single car test, to assure the emergency brake functions as intended.

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 (FRA-2005-20314) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. 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 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 March 14, 2005.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 05-5364 Filed 3-17-05; 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 favor of relief.

Norfolk Southern Corporation

(Waiver Petition Docket Number FRA-2005-20384)

The Norfolk Southern Corporation (NS) seeks a waiver of compliance for locomotives assigned to operate over the hump yard retarders at its Bellevue, OH, and Roanoke, VA, yards, from the requirements of the *Locomotive Safety Standards*, 49 CFR 229.123, which requires each lead locomotive be equipped with an end plate, pilot plate, or snow plow, that extends across both rails at a maximum clearance of six inches. NS indicates that due to the height of the retarders, it is not uncommon for locomotive pilots or

snow plows to strike them when operating over the hump. If the waiver is granted, NS would raise the height of the pilot plates or snow plow to allow more clearance and would re-adjust the height whenever it is necessary for a hump assigned locomotive to be moved from Bellevue or Roanoke yards.

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 (FRA-2005-20384) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. 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 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 March 14, 2005.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 05-5363 Filed 3-17-05; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number: MARAD 2004-17114]

Availability of a Finding of No Significant Impact

AGENCY: Department of Transportation, Maritime Administration.

ACTION: Notice of the availability of a finding of no significant impact.

SUMMARY: The purpose of this notice is to make available to the public the Finding of No Significant Impact (FONSI) derived from the Environmental Assessment (EA) regarding the Port of Anchorage (Port) Marine Terminal Redevelopment Project. The purpose of the project is to improve and enhance the existing dock and terminal capability at the Port to facilitate the transportation of goods and people within the State of Alaska.

FOR FURTHER INFORMATION CONTACT: Daniel E. Yuska, Jr., Environmental Protection Specialist, Office of Environmental Activities, U.S. Maritime Administration, 400 7th Street, SW., Room 7209, Washington, DC 20590; telephone (202) 366-0714, fax (202) 366-6988.

SUPPLEMENTARY INFORMATION: The Maritime Administration, in cooperation with the Port of Anchorage, completed an EA that studied potential environmental effects associated with the redevelopment of the marine terminal used by the Port. The EA considered potential effects to the natural and human environments including: Air quality; water quality; geology and soils; coastal resources; terrestrial resources; aquatic resources; navigation; hazardous materials; cultural and historic resources; visual and aesthetic resources; and other topics associated with the proposed action. The FONSI is based on the analysis presented in the Marine Terminal Redevelopment EA.

The FONSI and the EA are available for review at Loussac Library in Anchorage or online at <http://www.portofanchorage.org> and <http://dms.dot.gov>.

(Authority: 49 CFR 1.66.)

By Order of the Maritime Administrator.

Dated: March 11, 2005.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 05-5335 Filed 3-17-05; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-6940]

Anthropomorphic Test Devices; Denial of Petition for Reconsideration Regarding the Hybrid III 5th Percentile Female Test Dummy, Alpha Version

AGENCY: National Highway Traffic Safety Administration (NHTSA), DOT.

ACTION: Denial of petition for reconsideration.

SUMMARY: This notice denies an August 29, 2002, petition for reconsideration submitted by DaimlerChrysler. The petitioner asked the agency to delay the effective date of the Hybrid III 5th Percentile Female Test Dummy, specified in the 49 CFR Part 572, Subpart O final rule, "Response to Petitions for Reconsideration" (67 FR 46400).

FOR FURTHER INFORMATION CONTACT: For non-legal issues: Mr. Sean Doyle, Office of Crashworthiness Standards, NVS-111, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-1740. Facsimile: (202) 473-2629. Electronic Mail: Sean.Doyle@nhtsa.dot.gov.

For legal issues: Mr. Christopher Calamita, Office of Chief Counsel, NCC-112, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590. Telephone: (202) 366-2992. Facsimile: (202) 366-3820. Electronic Mail: Christopher.Calamita@nhtsa.dot.gov.

SUPPLEMENTARY INFORMATION:

Background

DaimlerChrysler petitioned the National Highway Traffic Safety Administration (NHTSA), in a letter dated August 29, 2002, to delay the September 13, 2002, effective date for the dummy specified in the Part 572, Subpart O final rule (67 FR 46400) until all issues related to the neck are resolved.

In the mid 1990's, there had been serious concern regarding air bag related fatalities and injuries to small female drivers seated close to deploying air bags in low speed crashes. Crash data showed that small-stature women often experienced a higher potential for serious injury in low speed crashes, even when properly restrained. To help deal with these concerns, NHTSA published a notice of proposed rulemaking (NPRM) on September 18, 1998, to upgrade Federal Motor Vehicle