

by Passport Services to collect information for the purpose of establishing that a passport applicant who has adopted a new name without formal court proceedings or by marriage has publicly and exclusively used the adopted name over a period of time (at least five years).

**Methodology:** When needed, The Affidavit Regarding a Change of Name is completed at the time a U.S. citizen applies for a U.S. passport.

Dated: November 19, 2004.

**Frank Moss,**

*Deputy Assistant Secretary for Passport, Services, Bureau of Consular Affairs, Department of State.*

[FR Doc. 05-192 Filed 1-4-05; 8:45 am]

BILLING CODE 4710-06-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application (04-05-C-00-SUN) To Impose and Use, the Revenue From a Passenger Facility Charge (PFC) at Friedman Memorial Airport, Submitted by the Friedman Memorial Airport Authority, Friedman Memorial Airport, Hailey, ID**

**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 and use, PFC revenue at Friedman Memorial Airport under the provisions of 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 February 4, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. J. Wade Bryant, Manager, Seattle Airports District Office, SEA-ADO; Federal Aviation Administration; 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Richard Baird, Airport Manager, at the following address: PO Box 929, Hailey, ID 83333.

Air Carriers and foreign air carriers may submit copies of written comments previously provided to Friedman Memorial Airport, under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Ms. Suzanne Lee-Pang, (425) 227-2654, Seattle Airports District Office, SEA-

ADO; Federal Aviation Administration; 1601 Lind Avenue, SW., Suite 250, Renton, Washington 98055-4056. 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 04-05-C-00-SUN to impose and use, PFC revenue at Friedman Memorial Airport, under the provisions of 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 23, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by Friedman Memorial Airport Authority, Friedman Memorial Airport, Hailey, Idaho, 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 April 2, 2005.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$4.50.

*Proposed charge effective date:* June 1, 2005.

*Proposed charge expiration date:* December 1, 2008.

*Total requested for use approval:* \$1,158,554.

*Brief description of proposed projects:* Property Acquisition; Passenger Terminal Building Addition/Renovation; Airport Traffic Control Voice Communication Control System; Snow Removal Equipment (SRE) Acquisition; Aircraft Rescue and Firefighting (ARFF) Truck; Aircraft Rescue and Fire Fighting (ARFF) Building Expansion; Master Plan Update; Airport Site Selection and Feasibility Study; Air Traffic Control Tower (ATCT) Improvements, Phase 1; Terminal Building Improvements; Acquire Trailer Mounted De-icing Equipment; Automated Weather Observation System (AWOS); Terminal Access Road, Phase 1; Safety Area Grading and Runway Shift; Install Engineered Material Arresting System (EMAS) on Runway 13; Snow Removal Equipment (SRE)/Maintenance Vehicle Building; Airport Master Plan, Preferred Airport Alternative; Environmental Impact Statement (Pre-Environmental Impact Statement) for the Preferred Airport Alternative; Snow Removal Equipment (SRE) Acquisition; Replace Runway 13-31 Porous Friction Course.

*Class or classes of air carriers which the public agency has requested not be required to collect PFCs:* Operations by Air/Taxi/Commercial Operators utilizing aircraft having a maximum seating capacity of less than twenty

passengers when enplaning revenue passengers in a limited, irregular/non-scheduled, or special service manner. Also exempted are Operations by Air Taxi/Commercial Operators, without regard to seating capacity, for revenue passengers transported for student instruction, non-stop sightseeing flights that begin and end at Friedman Memorial Airport and are conducted within a 25 mile radius of the same airport, fire fighting charters, ferry or training flights, air ambulance/medivac flights and aerial photography or survey flights.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA Regional Airports Office located at: Federal Aviation Administration, Northwest Mountain Region, Airports Division, ANM-600, 1601 Lind Avenue, SW., Suite 315, Renton, WA 98055-4056.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Friedman Memorial Airport.

Issued in Renton, Washington on December 23, 2004.

**David A. Field,**

*Manager, Planning, Programming and Capacity Branch, Northwest Mountain Region.*

[FR Doc. 05-124 Filed 1-4-05; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Notice of Intent To Rule on Application 05-04-C-00-SAT To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at San Antonio International Airport, San Antonio, TX**

**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 and use the revenue from a PFC at San Antonio International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before January 4, 2005.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate copies to the FAA at the following address: Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Kevin Dolliole, Director of Aviation, San Antonio International Airport at the following address: Mr. Kevin Dolliole, Director of Aviation, 9800 Airport Blvd., San Antonio, Texas 78216-9990.

Air carriers and foreign air carriers may submit copies of the written comments previously provided to the Airport under section 158.23 of part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. G. Thomas Wade, Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-611, Fort Worth, Texas 76193-0610, (817) 222-5613.

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 and use the revenue from a PFC at San Antonio International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Pub. L. 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On December 22, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the Airport 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 April 19, 2005.

The following is a brief overview of the application.

*Level of the proposed PFC:* \$3.00.

*Proposed charge effective date:* November 1, 2009.

*Proposed charge expiration date:* April 1, 2016.

*Total estimated PFC revenue:* \$50,682,244.

*PFC application number:* 05-04-C-00-SAT.

Brief description of proposed project(s):

#### **Projects To Impose and Use PFC's**

1. Construct Elevated Terminal Roadways.

2. Upgrade Central Utilities Plant.

3. New Utilities—Terminal Expansion.

4. Replace Apron.

5. Replace Two ARFF Vehicles.

6. Conduct Environmental Impact Statement.

7. Reconstruct Terminal Area Roadways.

8. Acquire Noise Monitoring System.

Proposed class or classes of air carriers to be exempted from collecting PFC's: Air Taxi/Commercial Operators Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Federal Aviation Administration, Southwest Region, Airports Division, Planning and Programming Branch, ASW-610, 2601 Meacham Blvd., Fort Worth, Texas 76137-4298.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at San Antonio International Airport.

Issued in Fort Worth, Texas on December 22, 2004.

**Edward N. Agnew,**

*Acting Manager, Airports Division.*

[FR Doc. 05-123 Filed 1-4-05; 8:45 am]

**BILLING CODE 4910-13-M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Railroad Administration**

#### **Petition for Waiver of Compliance**

In accordance with Part 238.21 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.

#### **Northeast Illinois Regional Commuter Railroad Corporation Waiver Petition Docket Number FRA-2004-19396**

The Northeast Illinois Regional Commuter Railroad Corporation (Metra) further identified herein as the railroad, seeks approval for a waiver of compliance with the requirements of the Passenger Equipment Safety Standards contained in 49 CFR 238.105(d)(1), *train electronic hardware and software safety*. Section 49 CFR 238.105(d)(1) states that:

Hardware and software that controls or monitors a train's primary braking system shall either: (i) Fail safely by initiating a full service brake application in the event of a hardware or software failure that could impair the ability of the engineer to apply or release the brakes; or (ii) Access to direct manual control of the primary braking system (both service and emergency braking) shall be provided to the engineer.

The railroad is purchasing 26 new bi-level electric passenger MU's and the braking software being provided by the manufacturer only partly meets the above requirements. The railroad requests that an application of only emergency brakes in the event of a loss of power, or failure (hardware and software), of the friction brake control unit be allowed in lieu of either the requirement for a full service brake application or restoration of direct manual control of the primary braking system to the operator.

The twenty-six new electric MU locomotives are being built by Sumitomo Corporation of America/Nippon Sharyo and the air brake system is provided by Knorr Brake Corporation, Westminster, Maryland. The railroad explains in their petition that the full service brake application is transmitted electronically to each MU's Friction Brake Control Unit (FBCU). The FBCU then provides the requested brake application without drawing down brake pipe pressure. An Emergency Magnetic Valve (EMV) is provided on each MU for an electronic emergency brake application. During normal operations, the EMVs are energized in the closed position and any loss of power of software malfunction causes the EMVs to open and vent to atmosphere causing the brakes over the entire consist to apply at an emergency rate.

Interested parties are invited to participate in these proceedings by submitting written views, data or comments. Each comment shall set forth specifically the basis upon which it is made, and contain a concise statement of the interest of the commenter in the proceeding. The 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 the 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-2004-19396) and must be submitted to the Docket Clerk, DOT Docket Management Facility, Room PL-401 (Plaza Level),