

Federal Aviation Regulations (14 CFR part 158).

DATES: Comments must be received on or before May 26, 2004.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Room 3012, Lawndale, CA 90261, or Honolulu Airports District Office, Box 50244, 300 Ala Moana Blvd., Room 7-128, Honolulu, HI 96850. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Brian H. Sekiguchi, Deputy Director, State of Hawaii, Department of Transportation (DOT), at the following address: 400 Rodgers Blvd., Suite 700, Honolulu, HI 96819-1880. Air carriers and foreign air carriers may submit copies of written comments previously provided to the State of Hawaii DOT, under § 158.23 of part 158.

FOR FURTHER INFORMATION CONTACT: Steven Y. Wong, Civil Engineer, Honolulu Airports District Office, 300 Ala Moana Blvd., Room 7-128, Honolulu, HI 96850, Telephone: (808) 541-1225. 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 Honolulu International, Kahului, Kona International, and Lihue Airports under the provisions of the 49 U.S.C. 40117 and part 158 of the Federal Aviation Regulations (14 CFR part 158).

On March 19, 2004, the FAA determined that the application to impose and use the revenue from a PFC submitted by the State of Hawaii DOT was substantially complete within the requirements of § 158.25 of part 158. The FAA will approve or disapprove the application, in whole or in part, no later than June 19, 2004.

The following is a brief overview of the impose and use application Nos. 04-01-C-00-HNL, 04-01-C-00-KOA, and 04-01-C-00-LIH:

Level of proposed PFC: \$3.00.

Proposed charge effective date:

October 1, 2004.

Proposed charge expiration date: February 1, 2007.

Total estimated PFC revenue:

\$42,632,466.

Brief description of the proposed projects: Perimeter Road Improvements, Fencing, and General Aviation Apron Lighting at KOA; Perimeter Road and Fencing at LIH; Runway Safety Area Improvements at OGG; Perimeter Road

Improvements and Fencing at OGG; Flight Information Display System and Public Address System Improvements at HNL; Air Conditioning System Improvements at HNL; Environmental Compliance Measure for South Ramp at HNL.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: None (all interisland flight segments between two or more points in Hawaii are categorically excluded from PFC collections.)

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 Division located at: Federal Aviation Administration, Airports Division, Room 3012, 15000 Aviation Blvd., Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the State of Hawaii DOT, Airports Division.

Issued in Lawndale, California, on March 31, 2004.

Mark A. McClardy,

Manager, Airports Division, Western-Pacific Region.

[FR Doc. 04-9405 Filed 4-23-04; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Supplemental Draft Environmental Impact Statement (SDEIS): Pulaski County, AR

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent to prepare a SDEIS.

SUMMARY: The FHWA is issuing this notice to advise the public that a Supplemental Draft Environmental Impact Statement (SDEIS) will be prepared for a proposed highway project in Pulaski County, Arkansas.

FOR FURTHER INFORMATION CONTACT:

Randal J. Looney, Environmental Specialist, Federal Highway Administration, Arkansas Division, 700 West Capitol Avenue, Room 3130, Little Rock, Arkansas, 72201-3298, Telephone: (501) 324-6430.

SUPPLEMENTARY INFORMATION:

Background

The FHWA, in cooperation with the Arkansas Highway and Transportation Department, will prepare a Supplemental Draft Environmental

Impact Statement (SDEIS) on a proposal to construct the North Belt Freeway, a four-lane, divided fully controlled access facility located on new alignment in northern Pulaski County, Arkansas. In 1994, a Final Environmental Impact Statement (FEIS) and a Record of Decision (ROD) identified a selected alignment. However, a portion of this alignment was not compatible with the City of Sherwood's Master Street Plan, and the project was not included in the Transportation Improvement Program (TIP) developed by Metroplan, the responsible Metropolitan Planning Organization (MPO).

A preliminary reevaluation of the project alignments completed in 2003 attempted to establish if the local community and MPO could support the originally selected project alternative (1A). The public involvement process associated with this reevaluation indicated public opposition for the originally selected alignment alternative.

The proposed project will primarily serve central Arkansas including Little Rock, North Little Rock, Sherwood, Jacksonville, and northern Pulaski County. Due to the length of time since the project's original Draft (EIS) (13 years) and the changes that have occurred within the study corridor, the entire length of the proposed project will be included in the SDEIS. The SDEIS will function as a reassessment for the proposed freeway project in order to satisfy Federal Highway Administration requirements.

In addition to documenting the engineering and environmental aspects of the new alignment alternative, updating the three previously studied alignment alternatives, and considering other feasible alternatives, the SDEIS will provide a comparative analysis of all feasible alternatives with the primary goal of the identification of a preferred alternative for the entire freeway project from Highway 67 to the I-40/I-430 interchange. This SDEIS evaluation will give consideration to Metroplan's Regional Plans and the City of Sherwood's Land Use Plans and Master Street Plans.

To ensure that the full range of issues related to this proposed action and all significant issues are identified, comments and suggestions are invited from all interested parties regarding the proposed North Belt Freeway. Comments or questions concerning this proposed action should be directed to the FHWA Arkansas Division at the address provided above. **FOR FURTHER INFORMATION CONTACT.**

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

Issued on: April 20, 2004

Sandra L. Otto,

Division Administrator, FHWA Little Rock, Arkansas.

[FR Doc. 04-9383 Filed 4-23-04; 8:45 am]

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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.

Union Pacific Railroad Company (Waiver Petition Docket Number FRA-2004-17308)

The Union Pacific Railroad Company (UPRR) seek a waiver of compliance with the *Locomotive Safety Standards*, 49 CFR 229.23, 229.27, and 229.29, as they pertain to the requirement to maintain the locomotive repair record form FRA 6180.49A, commonly referred to as the Blue Card, in the cab of their locomotives. If granted, UPRR would maintain locomotive inspection information in a secure data base. The data base would be maintained as the required office copy of form FRA 6180.49A. A computer generated form, which contains all information currently contained on the required FRA 6180.49A, would be maintained on board the locomotive. In place of required signatures of persons performing inspections and tests, UPRR employees would be provided a unique login identification number and a secure password to access the system and verify performance of inspections. In place of signatures, computer generated reports would block print the name of the employee performing a required inspection and block print the employee's supervisor who is certifying that all inspections have been made and all repairs were completed. Required filing of the previous inspection record

will be maintained through the data base.

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-2004-17308) 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 April 21, 2004.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. 04-9435 Filed 4-23-04; 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 No. FRA-2004-17445

Applicant: Canadian National-Illinois Central Railroad, Mr. Leon Winn, Manager, Signals & Communications, 2921 Hornlake Road, Memphis, Tennessee 38109.

The Canadian National-Illinois Central Railroad seeks approval of the proposed modification of the manual interlocking at Southport Junction, milepost 908.6, on the McComb Subdivision, Gulf Division, near Southport, Louisiana. The proposed changes consist of the conversion of the No. 5 power-operated switch at Shell Lube to hand operation, removal of the 4LB absolute signal for northward movement from the Shell Lube track, and relocation of the 4LA absolute signal approximately 400 feet north of its present location on the switching track.

The reason given for the proposed changes is that the frequency of switching operation at this location does not justify the need for a power-operated switch.

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