

owner or operator shall transmit a report to the Secretary that—

1. Describes the requests;
2. Provides an explanation as to why the requests could not be accommodated; and
3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

(b) Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

Discussion of Modification of an Existing Assurance

Existing Assurance 31 is being modified to comply with recently enacted Public Law 108–76. Both the Airport Sponsor Assurances and the Non-Airport Sponsor Assurances are being modified with this legislation. The legislation now allows the proceeds from the sale of land no longer needed for noise compatibility purposes to be used for the purchase of non-residential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program. Assurance 31 shall now read in its entirety:

31. Disposal of Land

(a) For land purchased under a grant for airport noise compatibility purposes, it will dispose of the land when the land is no longer needed for such purposes at fair market value at the earliest practicable time. That portion of the proceeds or such disposition which is proportionate to the United States' share of acquisition of such land will, at the discretion of the Secretary, (1) Be paid to the Secretary for deposit in the Trust Fund, or (2) be reinvested in an approved noise compatibility project, as prescribed by the Secretary, including the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program.

(b) For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (a) Upon application to the Secretary, be reinvested in another eligible airport improvement project or

projects approved by the Secretary at that airport or within the national airport system, or (b) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

(c) Land shall be considered to be needed for airport purposes under this assurance if (a) It may be needed for aeronautical purposes (including runway or within the national airport system, or (b) be paid to the Secretary for deposit in the Trust Fund if no eligible project exists.

(d) Land shall be considered to be needed for airport purposes under this assurance if (a) It may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (b) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

(e) Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels and safety associated with operation of the airport.

Upon acceptance of the AIP grant by an airport sponsor, the assurances become a contractual obligation between the airport sponsor and the Federal government.

Dated: Issued in Washington, DC on February 18, 2005.

Dennis E. Roberts,

Director, Office of Airport Planning and Programming.

[FR Doc. 05–6072 Filed 3–28–05; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Change Notice for RTCA Program Management Committee

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Program Management Committee meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of the RTCA Program Management Committee.

DATES: The meeting will be held April 7, 2005 starting at 9 a.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 850, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a Program Management Committee meeting. The revised agenda will include:

- April 7:
- Opening Session (Welcome and Introductory Remarks, Review/Approve Summary of a Previous Meeting).
- Publication Consideration/Approval:
 - Final Draft, Revised DO–286, Minimum Aviation System Performance Standards (MASPS) for Traffic Information Service—Broadcast (TIS–B) RTCA Paper No. 034–05/PMC–385, prepared by SC–186.
 - Final Draft, Revised DO–258, Interoperability Requirements for ATS Applications Using ARINC 622 Data Communications, RTCA Paper No. 035–05/PMC–386, prepared by SC–189.
 - Final Draft, Revised D246B, GNSS Based Precision Approach Local Area Augmentation System (LAAS)—Signal-in-Space interface Control Document (ICD), RTCA Paper No. 039–05/PMC–388, prepared by SC–159.
- Discussion:
- Airport Security Access Control Systems—Possible new Special Committee.
- Special Committee Chairman's Reports.
- Action Item Review:
- Review/Status—All open action items.
- Closing Session (Other Business, Document Production, Date and Place of Next Meeting, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 18, 2005.

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee.

[FR Doc. 05-6071 Filed 3-28-05; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA Special Committee 202: Portable Electronic Devices

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 2002 meeting.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 202: Portable Electronic Devices.

DATES: The meeting will be held on April 12-14, 2005 from 9 a.m. to 4:30 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., 1828 L Street, NW., Suite 805, Washington, DC, 20036-5133.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC, 20036-5133; telephone (202) 833-9339; fax (202) 833-9434; Web site <http://www.rtca.org>.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 202 meeting. The agenda will include:

- April 12:
 - Working Groups 1 through 4 meet all day.
- April 13-14:
 - Opening Plenary Session (Welcome and Introductory Remarks, Review Agency, Review/Approve previous Common Plenary Summary, Review Open Action Items).
 - Update from CEA PEDs Working Group.
 - Update from Regulatory Agencies (FAA, UK-CAA, Canadian TSB or other members present).
 - Update from EUROCAE Working Group 58.
 - Recommendations on common document with EUROCAE Working Group WG-58.
 - Phase 2 work statement, committee structure, work plan, and schedule—Do we need to set up focus groups on certification of aircraft recommendations, FCC cellphone prohibition assessment, and/or on FCC emissions mask recommendations.

- FCC Overview of processes and regulations.

- Overview of process and schedule milestones for FCC regulations revisions including update/status of FCC NPRM Docket O. WT 04-435 "Cellular Telephones on Airborne Aircraft".

- Overview of CFR 47 15.521 "Technical Requirements applicable to all UWB devices".

- UWB Technology overview.

- Regulatory aspects pertaining to UWB devices.

- Technical characterization of UWB devices.

- GSM mobile phone technology demonstration and tutorial.

- Phase 2 work—Break-out sessions for working groups.

- Working Groups report out/each working group will cover the following topics:

- Changes in WG Leadership.

- Significant issues with or changes to Phase 2 work plan.

- Revisions or clarifications to the SC-202 Terms of Reference (TOR).

- Future meetings and teleconference plans.

- Issues requiring plenary decisions.

- Working Group 1 (PEDs characterization, test, and evaluation).

- Working Group 2 (Aircraft test and analysis).

- Working Group 3 (Aircraft systems susceptibility).

- Working Group 4 (Risk assessment, practical application, and final documentation).

- Human Factors sub-group.

- RF-ID Tags for Phase 2 work by John Dimtroff FAA Seattle ACO.

- Closing Session (Other Business, Date and Place of Next Meeting, Closing Remarks, Adjourn).

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on March 28, 2005.

Natalie Ogletree,

FAA General Engineer, RTCA Advisory Committee.

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BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Broad Agency Announcement 2005-1, Funds Availability for Demonstration Projects and Technology Advancements Under the Next Generation High-Speed Rail Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of funds availability: Broad agency announcement (BAA) for research projects and technology advancements under the Next Generation High-Speed Rail Program.

Purpose and Scope

The Federal Railroad Administration (FRA) is soliciting proposal concept papers for various demonstration projects and technology advancements which have the potential to advance the deployment of high-speed rail service in the United States. Emphasis is on technologies which would permit cost-effective upgrading and use of existing infrastructure.

Technologies most likely to help facilitate the deployment of high-speed rail service are those which will (a) bring about cost reductions in constructing and maintaining equipment, track, and facilities; (b) reduce operating costs by providing more efficient operations; (c) improve the reliability of equipment and infrastructure components by reducing failures and/or reducing false failure detections; (d) improve safety by reducing human and technology failures; (e) enhance revenue-generating capability by attracting greater ridership through reducing trip times, upgrading customer service quality, increasing reliability, or improving on-time performance; or (f) enhance the social benefits or environmental aspects of higher speed rail.

Eligible Participants

Any responsible source may submit a proposal concept paper for consideration, including, but not limited to, state or local governments, or organizations of state or local governments, universities or institutions of higher education, hospitals, non-profit organizations, private individuals, corporations, businesses or commercial organizations, except that any business owned in whole or in part by the Federal Government is not eligible. Although businesses owned in whole or in part by the Federal Government are not eligible for funding under the Program, they may contract with eligible