

Issued in Washington, DC on May 21, 2004.

JoAnn Horne,

*Manager, Financial Analysis and Passenger Facility Charge Branch.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Policy Statement No. PS-ANM100-2004-10029]

#### Process for Developing Instructions for Maintenance and Inspection of Fuel Tank Systems Required by SFAR88

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed policy; request for comments.

**SUMMARY:** The Federal Aviation Administration (FAA) announces the availability of proposed policy on the process used by holders of type certificates and supplemental type certificates to develop Airworthiness Limitations and instructions for maintenance and inspection of the fuel tank systems of certain transport category airplanes, as required by Special Federal Aviation Regulations Number 88 (SFAR 88).

**DATES:** Send your comments on or before June 28, 2004.

**ADDRESSES:** Address your comments to the individual identified under **FOR FURTHER INFORMATION CONTACT**.

**FOR FURTHER INFORMATION CONTACT:** Dennis Kammers, Federal Aviation Administration, Transport Airplane Directorate, Transport Standards Staff, Propulsion/ Mechanical Systems Branch, ANM-112, 1601 Lind Avenue SW., Renton, WA 98055-4056; telephone (425) 227-2956; fax (425) 227-1149; e-mail: [dennis.kammers@faa.gov](mailto:dennis.kammers@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The proposed policy 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 can obtain a copy of the policy by contacting the person listed under **FOR FURTHER INFORMATION CONTACT**.

The FAA invites your comments on this proposed policy. We will accept your comments, data, views, or arguments by letter, fax, or e-mail. Send your comments to the person indicated in **FOR FURTHER INFORMATION CONTACT**. Mark your comments, "Comments to

Policy Statement No. PS-ANM100-2004-10029."

Use the following format when preparing your comments:

- Organize your comments issue-by-issue.
- For each issue, state what specific change you are requesting to the proposed policy.
- Include justification, reasons, or data for each change you are requesting.

We also welcome comments in support of the proposed policy.

We will consider all communications received on or before the closing date for comments. We may change the proposed policy because of the comments received.

#### Background

This proposed policy provides guidance for complying with the requirements in Special Federal Aviation Regulation Number 88 (SFAR 88) for the preparation of instructions for maintenance and inspection of fuel tank systems in certain transport category airplanes. Paragraph 2(a) of SFAR 88 requires certain holders of Type Certificates (TCs) and Supplemental Type Certificates (STCs) of large transport airplanes to conduct a safety review of the fuel tank systems. The purpose of the safety review is to identify design features that may result in development of ignition sources in the fuel tank systems.

Corrective actions, such as design changes, operational procedures, or maintenance may be necessary to eliminate those ignition sources.

The proposed policy relates to paragraphs 2(b) and 2(c)(2) of SFAR 88 which require that, based upon the safety review, the TC and STC holders develop Airworthiness Limitations and instructions for maintenance and inspection of the fuel tank systems in order to maintain those design features which preclude the existence of the development of an ignition source.

The FAA intends that operators use those instructions to propose changes in their maintenance programs in order to properly maintain the ignition-prevention features of the fuel tank system for the operational life of the airplane.

Issued in Renton, Washington, on May 24, 2004.

Ali Bahrami,

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## 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 Number FRA-2004-17687

*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 (UP) seeks approval of the proposed modification of the traffic control system on the two main tracks, between milepost 288.4 and milepost 288.9, near Bald Knob, Arkansas, on the Hoxie Subdivision, North Little Rock Area. The proposed changes consist of the removal of three intermediate leaving signals, northbound signal No. 2884 at milepost 288.4, and southbound signals No. 288R and No. 288L at milepost 288.7.

The reasons given for the proposed changes are that the signals are very close to controlled signals and confusing to new engineers running trains through the area, and the signals are no longer needed for train operations.

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