

21 days after the filing of the application.

*Docket Number:* OST-2005-20051.

*Date Filed:* January 6, 2005.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC123 0303 dated 30 November 2004

Mail Vote 426

USA-Korea (Rep. of), Malaysia Resolutions r1-r9

PTC123 0305 dated 31 December 2004

TC123 Minutes

PTC123 Fares 0124 dated 30

November 2004

USA-Korea (Rep. of), Malaysia

Specified Fares Tables

Intended effective date: 1 March 2005

*Docket Number:* OST-2005-20058.

*Date Filed:* January 6, 2005.

*Parties:* Members of the International Air Transport Association.

*Subject:* PTC31 N&C/CIRC 0289 dated 26 November 2004

Japan-North America, Caribbean Resolutions

PTC31 N&C/CIRC 0290 dated 4 January 2005

Korea (Rep. of)-Canada, Caribbean, Mexico Resolutions

PTC31 N&C/CIRC 0291 dated 26 November 2004

Korea (Rep. of)-USA Resolutions PTC31 N&C/CIRC 0292 dated 10

December 2004

Japan, Korea (Rep. of)-Central America, South America Resolutions

PTC31 N&C/CIRC 0293 dated 26 November 2004

Mail Vote 422

North and Central, Circle Pacific Areawide Resolutions

PTC31 N&C/CIRC 0294 dated 10 December 2004

Mail Vote 423

South Asian Subcontinent, South East Asia-Central America, South

America Resolutions

PTC31 N&C/CIRC 0295 dated 26 November 2004

Mail Vote 424

Malaysia-USA Resolutions r1-r91 Minutes: PTC31 N&C/CIRC 0296

dated 31 December 2004

North & Central, Circle Pacific Minutes

Tables: PTC31 N&C/CIRC Fares 0140 dated 30 November 2004

Japan-North America, Caribbean Specified Fares Tables

PTC31 N&C/CIRC Fares 0141 dated 7 December 2004

Korea (Rep. of), Malaysia-USA Specified Fares Tables

PTC31 N&C/CIRC Fares 0142 dated 10 December 2004

TC3-Central America, South America

Specified Fares Tables

PTC31 N&C/CIRC Fares 0143 dated 21 December 2004

Circle Pacific Specified Fares Tables

PTC31 N&C/CIRC Fares 0144 dated 4 January 2005

Korea (Rep. of)-Canada, Caribbean, Mexico

Specified Fares Tables

Intended effective date: 1 April 2005

**Renee V. Wright,**

*Acting Program Manager, Federal Register Liaison.*

[FR Doc. 05-1152 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending January 7, 2005

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under subpart B (formerly subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions To Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* OST-2005-20072.

*Date Filed:* January 7, 2005.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* January 28, 2005.

*Description:* Application of Skybus Airlines, LLC, requesting a certificate of Public convenience and necessity to engage in interstate scheduled air transportation of person, property, and mail between Port Columbus International Airport, and other points in the U.S.

**Renee V. Wright,**

*Acting Program Manager, Federal Register Liaison.*

[FR Doc. 05-1153 Filed 1-19-05; 8:45 am]

**BILLING CODE 4910-62-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Docket No. FAA-1999-5836; Notice No. 05-01]

**RIN 2120-AC38**

### Repair Stations

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

**ACTION:** Notice of availability of AC; extension of comment period.

**SUMMARY:** This action extends the comment period for an Advisory Circular (AC) that was published on December 22, 2004. In that document, the FAA provided guidance to repair stations to establish their training programs. This extension is a result of requests from multiple commenters to extend the comment period for the AC. **DATES:** Comments must be received on or before March 22, 2005.

**ADDRESSES:** Send all comments on AC 145-RSTP to Mr. Herbert E. Daniel, Aircraft Maintenance Division, General Aviation and Repair Station Branch (AFS-340), Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; facsimile (202) 267-5115; e-mail [Herbert.E.Daniel@faa.gov](mailto:Herbert.E.Daniel@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Mr. Herbert E. Daniel, AFS-340, at the address, facsimile, or e-mail listed above, or by telephone at (202) 267-3109; or Mr. Dan Bachelder, AFS-340, at the address or facsimile listed above or e-mail [Dan.Bachelder@faa.gov](mailto:Dan.Bachelder@faa.gov) or by telephone at (202) 267-7027.

**SUPPLEMENTARY INFORMATION:** *Comments Invited:* The proposed AC 145-RSTP is available on the FAA's Regulatory Guidance Library Web site at: [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgDAC.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgDAC.nsf/MainFrame?OpenFrameSet), under the Open for Comment link. Interested persons are invited to comment on the AC by submitting written data, views, or suggestions, as they may desire. Please identify AC 145-RSTP, Repair Station Training Program, and submit comments, either hardcopy or electronic, to the appropriate address listed above.

### Background

On December 22, 2004, the Federal Aviation Administration (FAA) issued the draft Advisory Circular AC 145-RSTP Repair Station Training Program (69 FR 76829, 12/22/2004). Comments to that document were to be received on or before January 21, 2005.

By letters dated January 3 and January 5, 2005, the Aircraft Electronics Association, Washington, DC and the National Air Transportation Association, Alexandria, VA requested that the FAA extend the comment period for AC 145-RSTP for 60 days. These and other industry associations stated that the original 30-day comment period did not allow repair stations adequate time to consider, review, and respond to the draft Advisory Circular while continuing to operate their businesses. All commenters requested an extension of the comment period by 60 days to provide sufficient time to evaluate this document before submitting comments to the FAA.

The FAA concurs with the requests for an extension of the comment period on AC 145-RSTP. The FAA agrees that additional time for comments will allow repair stations to review the document and formulate their comments while continuing to conduct their business. This will also allow commenters who may have anticipated an extension in the comment period to submit their comments by a certain date. Absent unusual circumstances, the FAA does not anticipate any further extension of the comment period for this AC.

#### Extension of Comment Period

Commenters have shown a substantive interest in the proposed AC and good cause for the extension. The FAA also has determined that extension of the comment period is consistent with the public interest, and that good cause exists for taking this action.

Accordingly, the comment period for AC 145-RSTP Repair Station Training Program is extended until March 22, 2005.

Issued in Washington, DC, January 14, 2005.

John M. Allen,

Acting Director, Flight Standards Service.

[FR Doc. 05-1130 Filed 1-14-05; 1:40 pm]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Availability for the O'Hare Modernization Draft Environmental Impact Statement, Chicago O'Hare International Airport, Chicago, IL; Notice of Availability; and Notice of Public Hearing Dates, Times, and Locations

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of availability of the O'Hare Modernization Draft

Environmental Impact Statement (DEIS) and notice of intent to conduct public hearings.

*Location of Proposed Action:* O'Hare International Airport, Des Plaines and DuPage River Watersheds, Cook and DuPage Counties, Chicago, Illinois (Sections 4, 5, 6, 7, 8, 9, 16, 17, and 18, Township 41 North, Range 10 East, 3rd P.M.). Please see the airport location maps showing the locations of the wetlands and Waters of the U.S. potentially affected by the Build Alternatives from the DEIS available on the FAA's Web site at <http://www.agl.faa.gov/OMP/DEIS.htm> under the title of Notice of Availability of the Draft EIS and Notice of Intent to Hold Public Hearings.

**SUMMARY:** The Federal Aviation Administration (FAA) announces that the O'Hare Modernization Draft Environmental Impact Statement for Chicago O'Hare International Airport, Chicago, Illinois is available for public review and comment.

The DEIS identifies alternatives intended to address the projected needs of the Chicago region by reducing delays at O'Hare, thereby enhancing capacity of the National Airspace System, and ensuring that terminal facilities and supporting infrastructure can efficiently accommodate airport users. All of the development alternatives would result in wetland, property acquisition, air quality and noise impacts, as well as other impacts.

The FAA intends to host public hearings on the DEIS with the U.S. Army Corps of Engineers (USACE) and the Illinois Environmental Protection Agency (IEPA) Bureau of Water. The public hearings on the DEIS will be held on the following dates: Tuesday, February 22, 2005, at the Avalon Banquets, 1905 East Higgins Road, Elk Grove Village, Illinois 60007; Wednesday, February 23, 2005, at the Waterford Conference Center, 933 South Riverside Drive, Elmhurst, Illinois 60126; and Thursday, February 24, 2005, at the White Eagle, 6839 North Milwaukee Avenue, Niles, Illinois 60714. All three of these hearings will start at 2 p.m. (central standard time), and registration to participate in the hearings will conclude by 9 p.m. (central standard time). Representatives of FAA, USACE and IEPA will be available to provide information about the DEIS at an informational session held at the same time as the public hearings. Spanish language translators will be available at the hearings. The procedural rules governing the hearing are available from Michael W. MacMullen.

The comment period is open as of the date of this Notice of Intent and closes Wednesday, March 23, 2005. All comments are to be submitted to Michael W. MacMullen of the FAA, at the address shown below. The USACE and IEPA have requested that the FAA be the recipient of all comments regarding their actions. These comments must be sent to Michael W. MacMullen of the FAA at the address shown below, and the comments must be postmarked and email must be sent by no later than midnight, Wednesday, March 23, 2005.

The USACE is participating in the public hearings because implementation of any development alternatives, if selected, would require the USACE to approve issuance of a permit to fill wetlands under section 404 of the Clean Water Act Section. The IEPA is participating in the public hearings because implementation of any wetland development alternative, if selected, would also require IEPA to issue a Water Quality Certification under section 401 of the Clean Water Act.

**SUPPLEMENTARY INFORMATION:** The city of Chicago (City), Department of Aviation, as owner and operator of Chicago O'Hare International Airport (O'Hare or the Airport), PO Box 66142, Chicago, IL, 60666, proposes to modernize O'Hara to address existing and future capacity and delay problems. The City initiated master planning and the process of seeking FAA approval to amend its airport layout plan to depict the O'Hare Modernization Program (OMP). The City is also seeking the other necessary FAA approvals to implement the OMP and associated capital improvements and procedures. The FAA has prepared a DEIS addressing specific improvements at and adjacent to Chicago O'Hare International Airport, Chicago, Illinois. FAA's DEIS presents an evaluation of the City's proposed project and reasonable alternatives. Under the City's concept, O'Hare's existing seven-runway configuration would be replaced by an eight-runway configuration, in which six runways would be oriented generally in the east/west direction, the existing northeast/southwest-oriented Runways 4L/22R and 4R/22L would remain, and Runways 14L/32R and 14R/32L would be closed.

Please see the airport location maps showing the locations of the wetlands and Waters of the U.S. potentially affected by the Build Alternatives from the DEIS available on the FAA's Web site at <http://www.agl.faa.gov/OMP/DEIS.htm> under the title Notice of Availability of the Draft EIS and Notice of Intent to Hold Public Hearings.