

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>11</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. E5-4772 Filed 8-31-05; 8:45 am]

BILLING CODE 8010-01-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 August 19, 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-2005-22152.

*Date Filed:* August 16, 2005.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* September 6, 2005.

*Description:* Joint Application of SkyWest Airlines, Inc. ("SkyWest") and Atlantic Southeast Airlines, Inc. ("ASA"), requesting a disclaimer of jurisdiction, or, in alternative, approval of the de facto transfer of certain international certificate and other authorities held by ASA to SkyWest.

**Renee V. Wright,**

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. 05-17425 Filed 8-31-05; 8:45 am]

BILLING CODE 4910-62-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Proposed Advisory Circular (AC) 20-DATABUS, Aviation Databus Assurance

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

**ACTION:** Notice of availability and request for public comment.

**SUMMARY:** This notice announces the availability of and requests comments on a proposed Advisory Circular (AC) 20-DATABUS, Aviation Databus Assurance. This proposed AC provides guidance for manufacturers of aircraft, aircraft engine, and avionics incorporating databuses and databus technology in the design of their aircraft, aircraft engine, or avionics systems. In the proposed AC, we recommend how you as the manufacturer, may get design and airworthiness approval for your databus.

**DATES:** Comments must be received on or before September 16, 2005.

**ADDRESSES:** Send all comments on the proposed AC to: Federal Aviation Administration (FAA), Aircraft Certification Service, Aircraft Engineering Division, Technical Programs and Continued Airworthiness Branch, AIR-120, 800 Independence Avenue, SW., Washington, DC 20591. ATTN: Mr. John Lewis, or deliver comments to: Federal Aviation Administration, Room 825, 800 Independence Avenue, SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Lewis, AIR-120, Room 835, Federal Aviation Administration, Aircraft Certification Service, Aircraft Engineering Division, 800 Independence Avenue, SW., Washington, DC 20591. Telephone (202) 493-4841, FAX: (202) 267-5340. Or, via e-mail at: [john.lewis@faa.gov](mailto:john.lewis@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to comment on the proposed AC listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed AC may be examined, before and after the comment closing date, in Room 825, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date will be considered by the Director, Aircraft Certification Service, before issuing the final Advisory Circular.

##### Background

Aircraft, aircraft engine, and avionics manufacturers may choose from several databus configurations for use on aircraft. The function of a databus is to transfer information between avionics

modules, components, or line replaceable units (LRU) installed in an aircraft. As such, these databuses are becoming more complex as aircraft, aircraft engine, and avionics manufacturers integrate more avionics components into the aircraft and aircraft engine data sources, resulting in large data transfers between data buses. System design engineers have considerable flexibility when designing a databus because of the many physical and logical configurations for airborne systems architecture, data units or packets, protocols, message traffic, and so on, thereby providing manufacturers, vendors, and integrators more latitude when configuring databuses. This proposed AC contains the criteria applicants must address when developing, selecting, or integrating databus technology they will use to show compliance with the appropriate certification requirements for their aircraft or aircraft engine.

##### How To Obtain Copies

You may get a copy of the proposed AC from the Internet at: [www.airweb.faa.gov/rgl](http://www.airweb.faa.gov/rgl). Once on the RGL Web site, select "Draft Advisory Circular", then select the document by number. See section entitled **FOR FURTHER INFORMATION CONTACT** for the complete address if requesting a copy by mail.

Issued in Washington, DC, on August 25, 2005.

**Susan J.M. Cabler,**

*Assistant Manager, Aircraft Engineering Division, Aircraft Certification Service.*

[FR Doc. 05-17383 Filed 8-31-05; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance; Jackson County-Reynolds Field; Jackson, MI

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

**ACTION:** Notice of intent of waiver with respect to land.

**SUMMARY:** The Federal Aviation Administration (FAA) is considering a proposal to change a portion of the airport from aeronautical use to non-aeronautical use and to authorize the lease of the airport property. The proposal consists of two (2) parcels of land totaling approximately 68 acres. Current use and present condition is vacant grassland with intermittent

<sup>11</sup> 17 CFR 200.30-3(a)(12).

wetland areas. The land is currently zoned residential. Parcel 15A was acquired under FAA Project No. 8–26–0051–02. Parcel 62 was not acquired with federal funds. There are no impacts to the airport by allowing the airport to lease the property. The airport desires to enter into a long-term lease to provide a long-term revenue source. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination of eligibility for grant-in-aid funding from the FAA. The disposition of proceeds from the lease of the airport property will be in accordance FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999.

In accordance with section 47107(h) of title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

**DATES:** Comments must be received on or before October 3, 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr. Lawrence C. King, Project Manager, Federal Aviation Administration, Great Lakes Region, Detroit Airports District Office, DET ADO 607, 11677 South Wayne Road, Romulus, Michigan 48174. Telephone Number (734) 229–2933/ FAX Number (734) 229–2950. Documents reflecting this FAA action may be reviewed at this same location or at Jackson County-Reynolds Field, Jackson, Michigan.

**SUPPLEMENTARY INFORMATION:** Following is a legal description of the property located in Jackson, Jackson County, Michigan, and described as follows:

#### **PARCEL 15A—37.444 Acres**

Part of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 28, Town 2 South, Range 1 West, Blackman Township, Jackson County, Michigan being described as:

Commencing at the West  $\frac{1}{4}$  post of said Section 28; thence North  $00^{\circ}11'29''$  East, along the West line of said Section 28, a distance of 54.81 feet to the North right-of-way line of I–94 and being the Point of Beginning of this description; thence continuing North  $00^{\circ}11'29''$  East, along said West section line, a distance of 1271.67 feet to the Northwest corner of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 28; thence North  $89^{\circ}44'57''$  East, along the North line of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ , a distance of 1325.56 feet to the Northeast corner of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ ; thence South

$00^{\circ}02'47''$  West, along the East line of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ , a distance of 1132.89 feet to the North right-of-way line of I–94; thence 1274.58 feet, along a curve to the right on said North right-of-way line, with a radius of 5579.65 feet, a central angle of  $13^{\circ}07'01''$ , and a chord of South  $83^{\circ}29'06''$  West 1274.58 feet to a point of tangency; thence North  $89^{\circ}57'24''$  West, along said North right-of-way line, a distance of 62.53 feet to the Point of Beginning.

Subject to a road right-of-way over the West 33.00 feet as used and occupied by Doney Road.

Subject to an easement for the Hurd-Marvin Drain.

Subject to an easement for Consumers Power as recorded in Liber 804, Page 275, Jackson County Records.

Subject to an easement for storm drainage over the East 10.00 feet of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 28 lying North of the Hurd-Marvin Drain as recorded in Liber 720, Page 236, Jackson County Records.

#### **PARCEL 62—30.453 Acres**

Part of the Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  and part of the Southwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of Section 28, Town 2 South, Range 1 West, Blackman Township, Jackson County, Michigan being described as:

Commencing at the West  $\frac{1}{4}$  post of said Section 28; thence North  $00^{\circ}11'29''$  East, along the West line of said Section 28, a distance of 1326.48 feet to the Northwest corner of the Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of said Section 28; thence North  $89^{\circ}44'57''$  East, along the North line of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ , a distance of 1325.56 feet to the Northeast corner of said Southwest  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  and being the Point of Beginning of this description; thence continuing North  $89^{\circ}44'57''$  East, along the North line of the Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ , a distance of 1325.56 feet to the North-South  $\frac{1}{4}$  line of said Section 28; thence North  $89^{\circ}40'07''$  East, along the North line of the Southwest  $\frac{1}{4}$  of the Northeast  $\frac{1}{4}$  of said Section 28, a distance of 123.00 feet; thence South  $00^{\circ}05'53''$  East, parallel with and 123.00 feet East of said North-South  $\frac{1}{4}$  line, a distance of 663.98 feet to the North right-of-way line of I–94; thence the following three courses along said I–94 right-of-way,

(1) South  $67^{\circ}22'11''$  West a distance of 193.46 feet;

(2) South  $71^{\circ}22'56''$  West a distance of 794.42 feet to a point of curvature;

(3)  $539.91$  feet, along a curve to the right with a radius of 5579.65 feet, a central angle of  $05^{\circ}32'39''$ , and a chord of South  $74^{\circ}09'16''$  West 539.70 feet to

the West line of said Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ ; thence North  $00^{\circ}02'47''$  East, along said West line of the Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$ , a distance of 1132.89 feet to the Point of Beginning.

Subject to an easement for the Hurd-Marvin Drain.

Subject to an easement for storm drainage over part the West 20.00 feet of the North 20.00 feet of the Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 28 as recorded in Liber 721, Page 836, Jackson County Records.

Subject to easements for sanitary sewer over part of the Southeast  $\frac{1}{4}$  of the Northwest  $\frac{1}{4}$  of Section 28 as recorded in Liber 872, Page 320, and Liber 868, Page 307, Jackson County Records.

Issued in Romulus, Michigan, on August 8, 2005.

**Winsome A. Lenfert,**

*Acting Manager, Detroit Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 05–17382 Filed 8–31–05; 8:45 am]

**BILLING CODE 4910–13–M**

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **Noise Compatibility Program Revision Notice; Austin, TX**

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

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Noise Compatibility Program revision submitted by the city of Austin under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as “the Act”) and 14 CFR part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96–52 (1980). On April 5 and May 8, 2000, The FAA determined that the noise exposure maps submitted by the city of Austin under part 150 complied with applicable requirements. On August 5, 2005, the FAA approved a revision to the Austin-Bergstrom International Airport Noise Compatibility Program. The program measure in this revision was fully approved.

**EFFECTIVE DATE:** The effective date of the FAA's approval of the Austin-Bergstrom International Airport Noise Compatibility Program revision is August 5, 2005.

**FOR FURTHER INFORMATION CONTACT:** Mr. Paul Blackford, Environmental